

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
DISPENSING CHEMISTS, &c.

CHEMISTS AND AERATED WATER
MANUFACTURERS.

A REFRESHING WHOLESOME DRINK.

DAKIN'S
LEMON SQUASH.

A VERITABLE LEMON SQUASH
AERATED, COOLING, THIRST
QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 66.)

No. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 4th May, 1891. [37]



BY APPOINTMENT.

A. S. WATSON & CO., LD.
(ESTABLISHED A.D. 1841.)
HONGKONG.

WE invite attention to the following old
lauded Brands, all of which are of
excellent quality and good value for the money.

The same being specially selected by our
London House, and bought direct from the most
noted Shippers, are imported in wood and bottled
by ourselves, thus enabling us to supply the
best goods at moderate prices.

In ordering it is only necessary to state
the name and quantity of Wine or Spirit wanted,
and initial letter for quality desired.

Orders through Local Post or by Telegram
receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Case	Per Bottle
A Alto Douro, good quality, Green Capsule.....	\$10	\$1.00
B Vintage, Superior quality, Red Capsule.....	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C Manzanilla, Pale Natural Sherry, White Capsule.....	10	1.00
CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D Very Superior Old Pale Dry, choice old wine, White Seal Capsule.....	14	1.50
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled).....	14	1.50

CLARETS.

A Superior Breakfast Claret, Red Capsule.....	\$4	\$4.50
B St. Estephe, Red Capsule.....	4.50	5.00
C St. Julien.....	7	7.50
D La Rose.....	11	\$8.00

BRANDY.

A Hennessy's Old Pale, Red Capsule.....	\$12	\$1.10
B Superior Very Old Cognac, Red Capsule.....	14	1.25
C Very Old Liqueur Cognac, Red Capsule.....	18	1.50
D Hennessy's Finest Very Old Liqueur Cognac, 1872 Vin- tage, Red Capsule.....	24	2.00

SCOTCH WHISKY.

A Thorne's Blend, White Cap- sule.....	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark.....	8	0.75
C Watson's Abolour-Glenlivet Red Capsule, with Name and Trade Mark.....	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10

IRISH WHISKY.

A John Jameson's Old, Green Capsule.....	8	0.75
B John Jameson's Fine Old, Green Capsule.....	10	1.00
C John Jameson's Very Fine Old, Green Capsule.....	12	1.10
D GUINNESS BOTTLING WHISKY, Ensold, Red Capsule, with Name.....	10	1.00

GIM.

A Fine Old Tom, White Capsule.....	4.50	0.40
B Fine Unseasoned, White Capsule.....	4.50	0.40
C Fine A. V. H. Genera.....	5.25	0.50

RUM		
Flant Old Jamaica, Violet Capsule.....	12	1.00
Good Lowland Island.....	\$1.50	per Gallon.

LIQUEURS		
Benedictine	Maraschino	
Curaçao	Herrling's Cherry Cordial	
Chartreuse	Dr. Siegel's Angostura	
	Bitters, &c.	

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

MARRIAGE.

On the 26th March, at 4, Devonshire-gardens,
Kewside, Glasgow, by the Rev. Robert
Henderson, M.A., assisted by the Rev. William
Workman, M.A., THOMAS STEWARD, second son
of John L. Lapraik, Esq., of Hongkong and
London, to ELIZABETH DUNCAN, eldest daughter
of the late William Burrell, of Glasgow.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, MAY 6, 1891.

It was not to be expected the Hongkong
Sunday labour question would be allowed
a settlement without a struggle from those
chiefly benefited in enforcing their claim
to a full pound of flesh in the shape of a
tull seven days of toil and labour without
rest from their Christian employers from
year's end to year's end. In a previous
article on this subject we incidentally
mentioned the fact that an old law of
this colony provided for the cessation
of labour on Sunday. We have not
had the opportunity yet of examining
the why and wherefore this law has been
abrogated and set aside, and no doubt our
further investigations in this line will
prove interesting. It is with regret we find
the Honourable member for the Chamber
of Commerce taking up as wrong a
position in this question as we venture to
think his Excellency the Governor took up
in the matter of the "Pay Grab" question.
The serious and continued ill health of His
Excellency, which, in this sole instance,
throughout his able administration, has
apparently warped his usual singularly
calm and dispassionate judgment, is some
excuse for what we think is a simple error
in judgment on the part of his Excellency,
but there is no such excuse for our
energetic and capable legislative repre-
sentative, except that even with so strong
a representative it could hardly be expected
that Mr. WHITEHEAD would retire without
a bout in favour of his influential and
interested backers in the Chamber. A
perusal however of the Honourable
member's letter in our issue of yesterday
must convince anyone that it is not
written in the concise and trenchant
style which is so characteristic of Mr.
WHITEHEAD's compositions; it is feeble
and half-hearted throughout. Having
fearlessly led the van in support of this
question from the outset, without entering
into a repetition of our arguments we
content ourselves with simply reviewing,
so far as we can comprehend them, the
somewhat laboured and not well defined
objections of the Honourable member. In
the first place the exponent of the Hong-
kong Chamber of Commerce holding their
brief for Chinese interests is really too
deliciously thin, it is something entirely
new to find the Chamber of Commerce of
this colony posing as the protector of
native interests. A short time only has
elapsed since the sapient wire pullers of
this same Association took up a particularly
strong attitude in endeavouring to crush
the Observatory and all belonging to it
simply because its staff did their duty and
gave timely weather warnings. These
warnings these autocrats considered were
unnecessarily frequent and besides inter-
fered with their shipping profits. It mattered
not an iota to them whether or not the
ghastly spectacle of the 1874 typhoon was
reproduced on the shores of this harbour.
They, safely ensconced ashore, were only
too ready to view with complacency the
risks and perils of the boating population
of this essentially seafaring colony, and
resented such timely warnings of
approaching danger. So it ever has been
and will be while such an association in its
present constitution is suffered to exist.

The second stand-point of Mr. WHITE-
HEAD was in regard to interference with the
food supply of the colony. This again
is exceedingly amusing, for no one knows
better than the honourable member that
the sanitary laws of the colony enter here,
with which this legislation would not clash.
Special provision has ensured that perih-
able articles of food will not be allowed to
"rot" on board to the risk of health of
the crew of steamers, and moreover, if
landed, providing for their treatment in
accordance with the sanitary conditions
and regulations of the colony. There will be
no great chance of the colony being thrown
on state supplies, for at present the Chinese
do not allow Sunday shipments or clearances
from any treaty port in the Empire.
Again as regards running charters it is
preposterous to talk about the "shoe
pinching" in any unfair degree here. It is
an utter impossibility for vessels to be
chartered from this colony to run to
any civilised port where Sunday work
is permitted. Charters invariably run
exempting Sundays as working days, and if
they are so capable of alteration here as
to provide for Sunday being counted as
working days only in this colony, then it
tends to show the crying evil it is and supports
the urgency for reform. The Chamber
of Commerce of Hongkong cannot be
congratulated in this latest feeble effort to

thwart the passage of the Sunday labour
Ordinance, and so far as our opinion goes
the concluding simile of its representative
is inappropriate, the boot being rather "on
the other leg." We appealed in the most
earnest manner at the outset to the great
employers of labour in this colony,
in the light of labour events occurring
throughout the universe, to approach
this question in a considerate and
conciliatory spirit; they heeded not our
advice and preferred therefore "to strain
at the gnat," and now may enjoy the
pleasure to the fullest of having to swallow
the camel.

LOCAL AND GENERAL.

THE seafaring community's memorial will, we
hear, be presented to His Excellency the
Governor on board the *Oceanic* to-morrow
morning.

A VERY large number of residents, of all
nationalities, called at Government House this
afternoon to wish the Governor and Lady des
Vaux bon voyage.

THE Superintendent of the P. & O. S. N. Co.
courteously informs us that the steamship
Racoon, with the next English mail, left Singa-
pore yesterday at 1 p.m. for this port.

We are officially informed that the address of
the Civil Servants will be presented to Sir G. W.
des Vaux at 9.45 to-morrow morning, and one
from the Education Department will be presented
at 9.30.

THE P. M. S. Co.'s steamer *City of Rio de
Janeiro*, with mails, &c., from San Francisco to
the 14th ult., has arrived at Yokohama, and
will leave for this port at noon to-morrow.

THE master of a cargo boat was charged at the
Police Court this morning, before Mr. Wise, with
committing a breach of the harbour regulations.
He admitted the charge and was fined \$25.

We are informed by the agents (Messrs. Russell
& Co.) that the E. & A. S. S. Co.'s steamer
Minister left Port Darwin for this port yesterday,
and may be expected to arrive on the 15th inst.

A REGULAR meeting of St. John Lodge, No. 618,
S.C., will be held in Freemasons' Hall, Zetland
Street, on Tuesday, the 13th instant, at 8.30
p.m. precisely. Visiting brethren are cordially
invited.

THE lightning conductor attached to the Naval
Sanatorium at the Peak took a Chinaman's fancy
yesterday, and he commenced to annex the same
with a saw. He was caught in the act, however,
and this morning Mr. Wise sent him to a month's
imprisonment.

THE *Pending Gazette* of April 25th says:—The
Dutch steamer *Smit*, which arrived from
Rotterdam yesterday, brought the fittings and
machinery for the Langkat kerosene oil springs.
The plant will be transferred to the steamer
Midway and conveyed to its destination. It is
expected that the oil will be placed in the
market in August next.

ANOTHER car-rigging case was heard at the
Police Court this morning by Mr. Wise. The
case was as per usual: A widow in Queen's
Road; the car-rigging, and the offender
caught. It was summarily disposed of by the
magistrate: Evidence given; charge denied;
proved guilty, and sent to gaol for six months,
with two whippings of twelve strokes each.

FROM the *L. and C. Express*, April 3rd:—
The *Satellite*, third-class cruiser, was taken
into the steam basin at Sheerness Dockyard on
the 30th ult., to be completed for service on the
Pacific station, where she is to relieve the
Daphne, which is to be transferred to the
China station.

The following appointments have been made
at the Admiralty:—Staff-Surgeon R. M'Ilvor, to
the *Daphne*, to date March 31; Lieut. D. E. R.
Brownrigg, to the *Plowey*; E. H. Parker, to the
Pigmy; and T. H. Foster, to the *Redpoll*, to
date April 1st.

The composite steamer *Wanderer* is to be paid
off of commission at Sheerness on the 24th inst.
after seven years' service on the China station.
She is to be placed in the third division of the
Midway Steam Reserve, and will be brought
forward at a future date for another term of
foreign service.

Major W. B. Fletcher, R.A., from Staff Captain,
Hongkong, has been appointed Brigade-Major,
Royal Artillery, at Gibraltar, vice Captain H. C.
Dunlop, whose period of Staff service has expired.
Major Fletcher, who has passed the Staff
College, was appointed to the Staff at Hongkong,
July 28, 1888.

The feeling of resentment that has arisen in
the Straits Settlements, Hongkong and Ceylon
with reference to the increased demands made
upon them in the matter of the military con-
tributions paid by them, though it is considered
somewhat exaggerated—meets (says the *United
Services Magazine*) with a certain amount of
sympathy.

Captain N. W. H. du Boulay, R.A., has been
appointed Staff Captain, Royal Artillery, at
Hongkong. He joined the army May 17, 1880.
Has passed the Staff College. Served with the
Nile Expedition of 1884-85, and was present at
the action of Abu Kles and in the engagements
of Abu Kles, Metemah, and Abu Kles Wells
(aerial with two claps, and bronze star).

We understand that a batch of appointments
in the China Consular Service may be shortly
looked for, and that amongst other changes it is
probable the following will be made:—Mr. T.
Waters to be Consul at Swatow, Mr. Alex.
Fraser to Newchwang, Mr. H. A. Giles to
Ningpo, Mr. Everard to Ichang, and Mr. T. L.
Bullock to Kluikang.

It is practically decided to bring the question
of the increased military contribution demanded
from Ceylon and the Straits before Parliament,
and a suitable opportunity will be sought on an
early date. The late Blue-book on the Straits
contribution, the more it is studied, shows how
a Minister in spite of all arguments and facts
being against him, can despoil a revenue and
injure the welfare of a settlement. It is
assured that the Chancellor of the Exchequer
had more to do with the late despatch, to which
is appended the signature of Lord Kintford,
than the Colonial Minister. The conduct meted
out cannot be classed as statesmanship. A colony
with a grievance, especially one of such a
magnitude as Singapore complains of, has a
right to be heard, and to be treated with fairness
and consideration; not to be treated with
contempt. Let us hope the colonists will not
cease to clamour till they obtain that justice
which is so justly due.

THE P. & O. S. N. Co.'s steamer *Vindicta* left
Bombay for this port at 5 p.m. on the 4th inst.

WE are informed by the Agents (Messrs. D.
Sassoon, Sons & Co.) that the steamer *Japan*,
from Calcutta, left Singapore to-day for this port.

THE Hon. Treasurer of the Alice Memorial
Hospital, begs to acknowledge with thanks the
following donation to the funds of the Hospital:—
Messrs. Reuter Brockelmann & Co., £50.

THE *Shanghai Mercury* understands that the
two pilots in charge of the vessel, of the
Czechow (steamship *Vindicta*) on the
Yangtze, Messrs. Centwall and Seymour, each
received a gold scarf-pin set with diamonds, and
the pilots of the cruizers *Bobra* and *Digit*,
Messrs. Popp and Koland, received diamond
rings, as souvenirs from His Imperial Highness.

WE learn on reliable authority that Fung Shun
Yau, the leader of the *Namoi* piracy in
December last, arrived in Canton on Monday
from Ng-chow, under a strong guard of Chinese
soldiers. The ruffian was caught outside the
Hong Ching temple at Ng-chow, in company
with another member of the piratical gang
named Chan Lu, on Friday last, and the two
bandits will no doubt meet their reward in a few
days. More Kowloon exhibitions.

RE the wall for the continuance of the Eccle-
siastical Grant, an intervenor and evidently
dissenting correspondent writes:—"I had the
curiosity to examine the petition lying at Kelly
and Walsh's to-day. There were 51 signatures,
out of which 38 were those of Government
officials!" The Tooley Street tailors aren't it?
I fancy 75 per cent. of the yeomen for a sub-
sidised pension being themselves State or Colonial
servants, and calling themselves the representa-
tives of Hongkong!"

ABOUT four o'clock this morning another fire
broke out in a silver-smith's shop, situated at No.
280, Queen's Road Central. The Fire Brigade
arrived shortly after the outbreak upon the scene,
and the water from the harbour again proved of
the greatest assistance. The fire, however, had
obtained a good hold on No. 280 and the
joining shop, No. 282, a general store, and in
spite of the exertions of the brigade the two
shops were entirely burnt out, the flames not
being got under till 5.30 a.m. We understand
that the premises No. 280, was insured for
\$10,000 in the Farnham Madgeburg Insurance
Company, for whom Messrs. Sander & Co. are
the agents.

THE GOVERNOR AND THE
UNOFFICIAL MEMBERS.

We have been requested by his Excellency
the Governor to publish the following reply to
the letter of the Unofficial Members of the
Legislative Council, which appeared in our
issue of Monday last:—

GOVERNMENT HOUSE,
Hongkong, 5th May, 1891.

Gentlemen,—I have given careful considera-
tion to your letter of the 4th inst., with an earnest
desire to view it in the most favourable light.

Where offensive language is not itself with-
drawn, the mere withdrawal or disclaimer of
offensive meaning, which (according to my
knowledge of English) inseparably attaches to
the words, would under ordinary circumstances
cause some difficulty in paying heed to it; but
while for this reason my acceptance must in any
case be as qualified as your repatriation, I am
nevertheless willing to accept that repatriation, in
the spirit in which it is apparently offered, from
a reciprocal desire for peace on the eve of my
leaving a Colony as to which I wish to retain no
other than pleasant memories.

I am, Gentlemen,
Yours very faithfully,
(Signed) G. W. DES VEAUX.

The Hon. P. RIVIE.
" HO KAI.
" T. H. WHITEHEAD.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Sir James Russell, Chief Justice.)

May 6th.

A FISHY CASE.

Judgment was delivered in the case *Loo Ngo
Ko v. Chan Sub Sang*, which was a claim for
the possession of Sec. A of Island Lot 142
and two shops erected thereon, and for profits
from May 14th, 1889. Plaintiff's claim rested
on a purchase and assignment dated Novem-
ber 14th, 1889, from Leung Ayl. He was
duly registered in the Land Office as owner,
and his title was not disputed. Defendant
claimed that the owner in 1873, Ho Lai Shi,
leased the property to defendant's father for 20
years at \$98 per month. A book was produced
with an entry purporting to be a lease. In 1888
Leung Ayl tried to raise the rent to \$120, when
this book was produced and a memorial of it
was registered in the Land Office, Dec. 10, 1888.
There was some doubt as to the date of the
lease, but his Lordship ruled that it could not
affect Leung Ayl (who knew nothing of it) nor
his successor the plaintiff. Ord. 11 of 1844 in
the preamble had the words "to prevent secret
and fraudulent conveyances" etc. After going
fully into the Ordinance, his Lordship found that
plaintiff was entitled to possession of the
premises in May, 1890. There must be a decree
for possession and also rents up to date of
delivering possession. Judgment for plaintiff
with costs.

Mr. Robinson (for the plaintiff) asked for im-
mediate execution. The premises in dispute were
burnt down a day or two ago, and without refer-
ence to that question which might come before
the magistrate as to the origin of the fire, it was
desirable to execute the order at once owing to
the probability of plaintiff leaving the Colony.
The amount due for rent could be settled by the
Registrar. Mr. Pollock (for defendant) had said
there would be no difficulty in arranging what
the amount should be. Defendant had not ap-
peared and was not represented to-day, which
added to the suspicions.

His Lordship made the order accordingly.

THE CHINESE FUNERAL RITES CASE.

In the matter of the estate of Tso Wing Yung,
deceased, in which Mr. Phillips appeared for
one of the legatees and Mr. Leach for the Official
Assignee,

His Lordship gave judgment in accordance
with the application, that the bequest of one
eleventh part to pay the whole annual income
for Chinese rites to be performed at testator's
grave be void, as tending to a perpetuity, and
that there was an intestacy of that portion, which
should go to the next of kin.

THE FATALITY TO A SCHOOL-
BOY.

At the Magistrate's afternoon Mr. Wise,
Acting Coroner, held an inquiry into the
circumstances attending the death of J. McBean,
who was accidentally shot yesterday morning.

Dr. Marques was called and said the body
was taken to the mortuary about 9 a.m. yesterday
and he made a post mortem examination in the
afternoon. He found blood oozing from the
nose and a small bullet wound on the upper
portion of the right chest. The bullet had gone
through and lodged in the lung. Death resulted
from hemorrhage caused by the wound. The
deceased died about ten minutes after the wound
was inflicted. The saloon rifle produced would
fire a bullet such as the wound made.

John Orlik, nine years of age, said he
was a scholar at St. Joseph's College. He
knew the deceased, who was in the same
class. Yesterday morning about half-past
eight he and the deceased with other boys
were playing near the school. He saw the boy
Lebury holding the rifle, pointing it at McBean,
who stood about twelve yards away. Lebury
did not speak and nuzzled the trigger, but he did
not know if he was loaded. McBean fell down and
groaned. Lebury and his brother carried
McBean outside the grounds to take him
towards the doctor's house. There had been no
quarrel between the deceased and Lebury.
They were playing.

Jose Pereira, another school-boy, gave similar
evidence. They were playing in a compound, and
one of them put a dog in a box, in which was
found the fire-arm. The gun belonged to a boy
named Pirry. The deceased and Lebury were
good friends.

Andrew Pirry, another pupil at St. Joseph's
College, said the rifle was given to him. He
had bought cartridges for it from a Chinaman's
shop. He was not present at the time of the
shooting. The rifle was kept in his room.

Brother Abbia said that yesterday morn-
ing, about 8.15, one of the boys came to
him and told him a boy had been shot. He
at once went to see, and found McBean dead.
The body was then taken away. He knew the
boy, and had never heard of any quarrel between
the boys. Lebury had not an excellent character,
either for temper and work. Witness was not
aware of Pirry being in possession of the weapon.
Had he known, Pirry would not have been allowed
to keep it.

Joseph Lebury then made a statement as
follows:—I am a scholar at St. Joseph's College.
I am thirteen years of age. There was a boy
named Roxi playing with us, and he took a dog
and put it in a box. I saw the rifle in
the box and I took it away. I was playing
soldiers with it and I put my fingers on the
trigger. I was pointing at him, and it went off.
I was frightened, and Tommy (the deceased) fell
down. I and my brother lifted him up to carry
him to Dr. Harigan's house, and then one of
the priests came up.

The mother of the deceased was called, and
said the boys were friends. She could assign no
reason for Lebury killing her son.

His Worship said—I find the death of the
deceased was caused by internal hemorrhage
from a bullet wound accidentally inflicted by
one Joseph Lebury. Addressing Lebury, he
added—I have found it was an accident, and
although you are a young boy I hope it will be
a lesson throughout your life not to pick up fire-
arms, loaded or unloaded. Your folly has caused
the death of another boy. It has often been said
by gentlemen in my position that the reckless
use of fire-arms tends to, and it is true again, and
as a warning never to touch such things again.

In answer to his Worship, Pirry said he got the
rifle from a friend older than himself, and his
Worship continuing said—He was a bigger fool
than you. I forfeit the rifle which has been the
cause of this accident.

Upon the suggestion of Mr. Wise, Inspector
Hennessy said the Police would now withdraw
the charge against Lebury, and he was dis-
charged.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

THE SUNDAY LABOUR BILL.

A REPLY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Permit me to make the following brief
reply to Mr. Whitehead's criticisms on the
Sunday Rest Bill.

Firstly, there cannot be any reasonable doubt
but that the Government has devoted due con-
sideration to the subject of vegetables, eggs,
lucks, geese and fish which are imported by the
Canton river boats. There will, therefore, be
no necessity for Hongkong's teeming thousands
having to tiffin off state eggs and decayed
vegetables when unnecessary labour on board
ships in this port is restricted on Sundays.

Secondly, if shipowners and charterers could
not see the "writing on the wall" which the
anti-Sunday labour movement clearly indicated,
during the past nine months—in particular, it is
no fault of a Government which has taken action
calculated to relieve an important section of the
Chinese communities from what was at once a
hardship and a gross injustice. But it is reason-
able to conclude that the authorities will see to
it that a month or two's grace in the operation
of the law will be given to those who have lacked
forethought in this connection.

Thirdly, the large portion of the community
whose livelihood is dependent on the vast ship-
ping trade of this port will, it may be assumed,
have less work to do on Sundays in future than
prior to the passing of the Sunday Rest Ordinance.
But if the whole community is in favour of legi-
slation restricting labour on shore, it is probable
that a petition on the subject addressed to the
Government would have the desired effect.

Finally, allow me to propose that if, as Mr. Whitehead suggests, the foreign
built vessels are in danger of being
driven to the wall by a number of unseaworthy
junks, whose cargoes cannot be insured and are
constantly pillaged by pirates who infest the
coasts of the neighbouring provinces, it must
indeed be of such an unstable character as to
warrant shareholders in withdrawing every cent
they have hitherto invested in coasting com-
panies with so much pecuniary advantage to
themselves and the shippers (native) who largely
patronise their vessels at all the treaty ports
throughout the Chinese empire.

When our President returns to Hongkong in
the course of a day or two he will doubtless
answer Mr. Whitehead more fully than I have
done—if he thinks the game worth the candle,
which is somewhat doubtful.

Thanking you for favouring this with space in
your columns,

Mr. Juan's gr. Hazarder, 10st. 12lb. Mr. Ramsey
Mr. C. F. Woodward's sp. Bandicoot, 11st. 11lb.
Mr. Midwood 0

After several false starts the field were despatched in fairly good order. Beauty was showing the way at the Monument, closely attended by seven or eight others, among whom were Assurance and Undaunted. Coming into the straight Beauty was still leading, with Guarantee close at hand. Nearing the stand Guarantee came to the front and for a moment looked like winning easily, but was immediately challenged by Teutonic, who, hard ridden, just got up in the nick of time and won a fine race by a head. Hawthorn was a good third, with all the others close except Vidi, who was last. Time, 1m. 39s.

Parl-mutuel:—Guarantee 55, Beauty 52, Undaunted 46, Assurance 24, West Wind 16, Gehmimis 14, Bovril 12, Elastic 10, Shogun 7, Vidi 6, Vici 6, Streamer 5, False Alarm 4, Hazard 4, White Heather 3, Teutonic 2, Storm King 2, Quidnunc 2, Chief Justice 2, First Choice 2, Hazard 2, Homeward 2, Hawthorn 1. Total 278=£1,390.

The CATHAY CUP, value, Tls. 150; for China ponies; weight for inches as per scale; griffins at date of entry allowed 7lbs; entrance, Tls. 5. One mile and a half.

Mr. Sassoon's gr. Zephyr, 11st. 11lb. Mr. Dallas 1
Mr. Hampton's gr. Comus, 10st. 9lb. Mr. Hough 2
Mr. Chantrey's wh. Autocrat, 11st. 11lb. Mr. Ruff 3

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 3
Mr. Chouffeur's gr. Elegant, 11st. 11lb. Mr. Midwood 0

Perseverance made the running a length in front of Comus and Elegant, Zephyr fourth. This order was maintained until entering the back straight, when Zephyr came into third place, Elegant dropping back. Rounding the bend for the Monument Perseverance was beaten and Comus assumed the lead only to be immediately passed by Zephyr. The two made a good race home, but the favourite was never really ahead and was easily beaten by a length; but third, Perseverance was fourth and Elegant last. Time, 2m. 27.5-4th sec.

Parl-mutuel:—Zephyr 215, Autocrat 2, Comus 10, Perseverance 5, Elegant 2. Total 242=£1,210.

The JOCKEY CUP, value, Tls. 100; for China ponies that have never won a race; to be ridden by jockeys who have never had a winning mount before this meeting; weight for inches as per scale; entrance, Tls. 5. Once round.

Mr. Charley's b. Irkdale (late Glenlivet) 11st. 11lb. Mr. Midwood 1
Mr. Sassoon's gr. Experiment, 11st. 11lb. Mr. Schaff 2

Mr. Chouffeur's gr. Stalwart, 11st. 11lb. Mr. Wickham 3
Mr. Sassoon's gr. May Morn, 11st. 11lb. Mr. Baker 0

Mr. Moffat's bl. Cloudlands, 10st. 11lb. Mr. Moffat 0
Mr. Troy's gr. Fawnion, 11st. 7lb. Mr. Edlab 0

Mr. Midy's gr. Kingerat, 11st. 11lb. Mr. Souter 0
Mr. John's d. Sturmwind, 11st. 11lb. Mr. Hegauer 0

Experiment and Sturmwind made the running, the former assuming a slight lead in the back straight. In this order they ran to the bend for the Monument. Here Irkdale was coming up, caught Mr. Sassoon's pony just beyond the Monument, and coming away fast won by four lengths; but third, Sturmwind was fourth, Kingerat fifth, and Cloudlands last. Time, 2m. 47.5-4th sec.

Parl-mutuel:—Irkdale, late Glenlivet 57, Sturmwind 35, Stalwart 31, Kingerat 27, Experiment 15, May Morn 10, Cloudlands 4, Fawnion 4. Total 185=£915.

The KIANGSU PLATE, value, Tls. 150; for China ponies; weight for inches as per scale; entrance, Tls. 5. One mile and three quarters.

Mr. Sassoon's gr. El Dorado, 10st. 12lb. Mr. Sassoon 1
Mr. Sassoon's gr. Eureka, 11st. 11lb. Mr. Dallas 2

Mr. Newboy's bl. Black Leaf, 11st. 11lb. Mr. Baker 3
Mr. Inch's gr. Earlston, 10st. 12lb. Mr. Renny 0

Mr. J. D. Humphreys' gr. Volcano, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vernal, 10st. 12lb. Mr. Crawford 0

Mr. C. F. Woodward's cr. Wallaby, 11st. 11lb. Mr. Midwood 0

Vernal made the running, with Black Leaf second and Earlston third. Rounding the bend into the back straight Eureka assumed the lead, closely attended by Black Leaf. At the end of the straight this order was unchanged, but the leader was gradually drawing away and El Dorado was rapidly gaining on Black Leaf. On passing the Monument Mr. Sassoon's pair had the race between them. Eureka was eased near the stand, and El Dorado won by half a length. Black Leaf was a very bad third, Volcano fourth, Wallaby fifth, and Vernal last. Time 4m. 5.2-5th.

Parl-mutuel:—Eureka 118, El Dorado 26, Volcano 22, Black Leaf 15, Vernal 4, Earlston 3, Wallaby 2. Total 188=£940.

The RACING STAKES, a sweepstakes of Tls. 10 each; for China ponies that have never won before 1st January, 1891; griffins at date of entry allowed 5lbs; weight for inches as per scale; winners, 5lbs. extra. One mile and a quarter.

Mr. Kilmun's gr. Bubbling Well, 11st. 11lb. Mr. Ruff 0
Mr. Neptun's d. Determination, 10st. 12lb. Mr. Read 2

Mr. Anthony's d. Dan, 11st. 11lb. Mr. Maclean 3
Mr. Sassoon's gr. Beauty, 10st. 9lb. Mr. Dallas 0

Mr. H. Sylva's cr. Teutonic, 11st. 11lb. Mr. Pond 0
Mr. Holme's gr. Gehmimis, 11st. 11lb. Mr. Hough 0

Mr. John Peel's gr. Talsman, 10st. 12lb. Mr. Midwood 0
Mr. Fenny's gr. Bendigo, 10st. 12lb. Mr. Hough 0

Mr. Falk's gr. West Wind, 10st. 12lb. Mr. Dallas 0
Mr. Midy's gr. Galba, 10st. 12lb. Mr. Maclean 0

Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Crawford 0
Mr. Hart Buck 0

Mr. Seraph's gr. Consul-General, 11st. 11lb. Mr. Ruff 0
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 0

En Avant at first showed in front, but was soon passed by Bendigo who made the running until half way along the back straight, when Fanny and Starlight drew up, the latter however soon falling back again; nearing the Monument Bubbling Well came up rapidly on the outside and led to the straight with Fanny second and Starlight third, which order was maintained to the end, Bubbling Well winning by four lengths, but third; Talsman was fourth, Galba fifth, and En Avant last. Time, 2m. 49.4-5th.

Parl-mutuel:—Bubbling Well 52, Starlight 35, Fanny 32, Talsman 18, West Wind 13, Galba 11, Bendigo 8, Orange Sleeve 7, Consul-General 4, Vici 1. Total 81=£405.

The ROADSTERS' PLATE, value, Tls. 100; for China ponies (without restriction to height) that have never won a race; weight for inches as per scale; entrance, Tls. 5. Once round.

Mr. Ring's ch. St. Mark, 10st. 12lb. Mr. Ruff 0
Mr. Chouffeur's gr. Vindicator, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. Sassoon's b. Heron, 10st. 12lb. Mr. Dallas 0
Mr. Moray's gr. Millionaire, 10st. 12lb. Mr. Courts 0

Mr. Worthy's gr. Don Pedro, 10st. 12lb. Mr. Midwood 0
Mr. John Peel's ch. Alabama, 10st. 12lb. Mr. Ruff 0

Mr. Dual's ch. Ventilator, 10st. 12lb. Mr. Ruff 0
Mr. Daniel's gr. Maraschino, 11st. 11lb. Mr. Baker 0

Mr. Julius' gr. Matador, 10st. 12lb. Mr. Ruff 0
Mr. Harvey's gr. Surefoot, 10st. 12lb. Mr. Allan 0

Heron got the best of the start and made the running with Vindicator second and St. Mark third. Heron held a good lead along the back straight and the order was unchanged at the Monument at which Vindicator and St. Mark were close up to the leader. In the straight Horset joined the other three, and a fine race ended in favour of St. Mark by a quarter of a length from Vindicator; Horset, hard ridden, was a good third, Heron fourth, Matador fifth, Surefoot sixth and Ventilator last. Time, 2m. 47s.

Parl-mutuel:—St. Mark 81, Heron 69, Matador 15, Vindicator 9, Alabama 7, Millionaire 7, Horset 7, Maraschino 7, Ventilator 6, Surefoot 2. Total 211=£1,055.

The CESARWITCH STAKES, a sweepstakes of Tls. 10 each; for China ponies, being *bona fide* griffins at date of entry, and which have arrived in Shanghai after 28th February, 1891; weight for inches as per scale; winners of a race, 7lbs. extra. One mile.

Mr. Anthony's d. Dan, 10st. 12lb. Mr. Maclean 1
Mr. Sassoon's cr. Golden Cloud, 10st. 12lb. Mr. Dallas 2

Mr. Neptune's d. Determination, 10st. 12lb. Mr. Read 2
Mr. Kilmun's gr. Pit-a-pat, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' wh. Undaunted, 10st. 12lb. Mr. Ruff 0
Mr. Ruff's gr. Consul-General, 11st. 11lb. Mr. Ruff 0

Mr. Newboy's b. Shogun, 11st. 11lb. Mr. Baker 0
Mr. Newboy's b. Mikado, 11st. 11lb. Mr. Ramsay 0

Mr. Crawford's ch. Homeward, 10st. 12lb. Mr. Crawford 0
Mr. Teller's ch. Quidnunc, 10st. 12lb. Mr. Courts 0

Mr. Holme's gr. Hawthorn, 10st. 12lb. Mr. Inglis 0
Mr. Inch's wh. White Heather, 11st. 11lb. Mr. Renny 0

Mr. Troy's gr. Balmah, 10st. 12lb. Mr. Midwood 0
Mr. J. D. Humphreys' b. Vidi, 11st. 11lb. Mr. Hart Buck 0

Mr. Seraph's gr. Chief Justice, 10st. 12lb. Mr. Ruff 0
Mr. Fredric's d. Bovril, 11st. 11lb. Mr. Allan 0

Dan made the running about half a length in front of Hawthorn, and was still in front on entering the straight for home. Here Golden Cloud and Determination challenged, but could not reach the leader, who won by a length and a half; the same distance between second and third; Pit-a-pat was fourth, Quidnunc fifth and Mikado last. Time, 2m. 13s.

Parl-mutuel:—Determination 64, Dan 58, Hawthorn 23, Undaunted 14, Globe Trotter 14, Golden Cloud 12, Storm King 11, Shogun 6, Balmah 6, Pit-a-pat 3, Vidi 3, Bovril 2, Quidnunc 1, White Heather 1. Total 218=£1,090.

SECOND DAY, TUESDAY, 28TH APRIL.

The CHU-KA-ZA CUP, value, Tls. 100; for China ponies; weight for inches as per scale; winners of one race since 1st October, 1890, 7lbs. extra; two or more races, 10lbs. extra; entrance, Tls. 5. Half-a-mile.

Mr. Chouffeur's gr. False Alarm, 10st. 9lb. Mr. Ogle 1
Mr. Seraph's gr. Consul-General, 11st. 11lb. Mr. Baker 2

Mr. C. F. Woodward's sp. Bandicoot, 11st. 11lb. Mr. Midwood 0
Mr. Chouffeur's ch. Blazer, 10st. 12lb. Mr. Dallas 0

Mr. Sassoon's ch. Fontenoy, 11st. 11lb. Mr. Sassoon 0
Mr. Newboy's b. Mikado, 11st. 11lb. Mr. Maclean 0

Mr. Oswald's b. Opposition, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Hough 0

Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Hough 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Hough 0

Mr. O. Hecht's b. Flirt, 11st. 7lb. Mr. Ruff 0
Mr. Mikado made the running and at the Monument was three lengths ahead of False Alarm, Bandicoot third. False Alarm took the lead on entering the straight and was headed winning by two lengths from Consul-General, hard ridden at the finish; Bandicoot was a good third, a head in front of Mikado; Vici last. Time, 1m. 0.5-5th sec.

Parl-mutuel:—Opposition 39, Fontenoy 16, Mikado 12, False Alarm 9, Blazer 7, Vici 3, Consul-General 2. Total 91=£455.

THE SHANGHAI DERBY, a Sweepstakes of Tls. 15 each, with Tls. 100 added; for China ponies being *bona fide* griffins at date of entry; first pony to receive 75 per cent.; second pony, 15 per cent.; third pony, 10 per cent.; weight for inches as per scale. One mile and a half.

Mr. Kilmun's gr. Bubbling Well, 11st. 7lb. Mr. Ruff 0
Mr. Neptun's d. Determination, 10st. 12lb. Mr. Read 2

Mr. Anthony's d. Dan, 11st. 4lb. Mr. Maclean 3
Mr. Sassoon's gr. Beauty, 10st. 9lb. Mr. Dallas 0

Mr. H. Sylva's cr. Teutonic, 11st. 11lb. Mr. Pond 0
Mr. Holme's gr. Gehmimis, 11st. 11lb. Mr. Hough 0

Mr. John Peel's gr. Talsman, 10st. 12lb. Mr. Midwood 0
Mr. Fenny's gr. Bendigo, 10st. 12lb. Mr. Hough 0

Mr. Falk's gr. West Wind, 10st. 12lb. Mr. Dallas 0
Mr. Midy's gr. Galba, 10st. 12lb. Mr. Maclean 0

Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Crawford 0
Mr. Hart Buck 0

Mr. Seraph's gr. Consul-General, 11st. 11lb. Mr. Ruff 0
Mr. Ruff's gr. Orange Sleeve, 10st. 12lb. Mr. Ruff 0

En Avant at first showed in front, but was soon passed by Bendigo who made the running until half way along the back straight, when Fanny and Starlight drew up, the latter however soon falling back again; nearing the Monument Bubbling Well came up rapidly on the outside and led to the straight with Fanny second and Starlight third, which order was maintained to the end, Bubbling Well winning by four lengths, but third; Talsman was fourth, Galba fifth, and En Avant last. Time, 2m. 49.4-5th.

Parl-mutuel:—Bubbling Well 52, Starlight 35, Fanny 32, Talsman 18, West Wind 13, Galba 11, Bendigo 8, Orange Sleeve 7, Consul-General 4, Vici 1. Total 81=£405.

The ROADSTERS' PLATE, value, Tls. 100; for China ponies (without restriction to height) that have never won a race; weight for inches as per scale; entrance, Tls. 5. Once round.

Mr. Ring's ch. St. Mark, 10st. 12lb. Mr. Ruff 0
Mr. Chouffeur's gr. Vindicator, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

Mr. W. T. Phipps' b. Perseverance, 11st. 11lb. Mr. Ruff 0
Mr. J. D. Humphreys' gr. Vici, 10st. 12lb. Mr. Ruff 0

This race requires very little description, Zephyr as usual allowing the running to be made for him to the Monument, where he came away and won very easily by three lengths; Perseverance, b. d. ridden, was nearly fifty yards ahead of Viciant. Time, 2m. 44.5-5th sec.

Parl-mutuel:—Zephyr 83, Reaper 12, Perseverance 9, Viciant 5. Total 109=£545.

The RACE CLUB CUP, value, Tls. 150; for China ponies; weight for inches as per scale; winners at this meeting of a race of one mile or under to carry 3lbs. extra; over a mile, 7lbs. extra; penalties accumulative up to 10lbs.; entrance, Tls. 5. Two miles.

Mr. Chantrey's wh. Autocrat, 11st. 11lb. Mr. Baker 1
Mr. Sassoon's gr. El Dorado, 11st. 11lb. Mr. Dallas 2

Mr. J. D. Humphreys' ch. Volcano, 11st. 11lb. Mr. Hart Buck 3
Mr. Chouffeur's gr. Stalwart, 11st. 7lb. Mr. Ruff 0

Stalwart made the running, with El Dorado, Autocrat and Volcano second, third and fourth respectively. At the Loong-fai gate Autocrat came into second place, and there was no further change in the order until nearing the Monument, where the rear division had drawn up. At the Monument Stalwart was beaten and Autocrat came away with about a length's lead of El Dorado. A fine race between the two followed, but the favourite was evidently in difficulties, and he could not get up. Autocrat winning by a length; but third. Time, 4m. 34sec.

Parl-mutuel:—El Dorado 184, Volcano 34, Autocrat 21, Stalwart 13. Total 216=£1,080.

The CONCORDIA CUP, value, Tls. 100; presented by members of the Club Concordia, added to a sweepstakes of Tls. 10 each; second pony to receive 50 per cent.; and the third pony 10 per cent. of the stakes; for China ponies *bona fide* griffins at date of entry; weight for inches as per scale; winner of the Derby, 5lb. extra. One mile and a half.

Mr. Hampton's gr. Comus, 1st. 11lb. Mr. Hough 1
Mr. Sassoon's gr. Fancy, 11st. 11lb. Mr. Dallas 2

Mr. Juan's d. Hazarder, 10st. 12lb. Mr. Ramsey 3
Mr. Sassoon's gr. Experiment, 11st. 11lb. Mr. Ruff 0

Mr. T. Phipps' Undaunted, 10st. 12lb. Mr. Ruff 0
Mr. Crawford's ch. Homeward, 10st. 12lb. Mr. Crawford 0

Mr. Goldolphin's b. Tregoning, 11st. 11lb. Mr. Pond 0
Mr. Teller's ch. Quidnunc, 10st. 12lb. Mr. Courts 0

Mr. Falk's gr. West Wind, 11st. 11lb. Mr. Ruff 0
Mr. Ring's gr. Assurance, 11st. 11lb. Mr. Dickenson 0

Mr. Middle's cr. Galba, 11st. 11lb. Mr. Maclean 0
Mr. J. D. Humphreys' b. Vidi, 11st. 11lb. Mr. Ruff 0

Mr. Seraph's gr. Consul-General, 11st. 11lb. Mr. Ruff 0
Mr. John's d. Sturmwind, 11st. 11lb. Mr. Read 0

Undaunted made the running to the end of the back straight with Hazarder second. Here Undaunted was beaten, and Hazarder led into the straight with Fanny and Comus in close attendance. The leader was soon overhauled by Fanny and Comus, and the latter coming ahead steadily won by two lengths, but third; West Wind was fourth and Vidi last. Time, 3m. 17sec.

Parl-mutuel:—Comus 129, Fanny 56, Assurance 42, Tregoning 30, Undaunted 24, Galba 14, Sturmwind 10, Consul-General 9, Experiment 8, West Wind 3, Vidi 3, Homeward 1, Quidnunc 1. Total 338=£1,690.

THE SPRING CUP, value, Tls. 100, added to a sweepstakes of Tls. 10 each; for China ponies; the second pony to receive 75 per cent.; for China ponies that have never won a race; weight, 11st. for 13 hands; to give or take 6lb. for every inch over or under. One mile.

Mr. Worthy's gr. Chimera, 10st. 8lb. Mr. Hough 1
Mr. Harvey's ch. Sterling, 11st. 6lb. Mr. Allan 2

Mr. Neptun's b. Resolution, 11st. 6lb. Mr. Pond 3
Mr. Sassoon's gr. Streamer, 11st. 6lb. Mr. Dallas 0

Mr. John Peel's gr. Elastic, 10st. 8lb. Mr. Ruff 0
Mr. Susan's gr. Atoner, 10st. 8lb. Mr. Maclean 0

Mr. Troy's gr. Balmah, 10st. 8lb. Mr. Midwood 0
Mr. Ring's b. Zinzibar, 11st. 6lb. Mr. Meyerink 0

Mr. Seraph's gr. Chief Justice, 11st. 6lb. Mr. Ruff 0
Mr. Gustav's gr. First Choice, 10st. 8lb. Mr. Ruff 0

Atoner and Chimera made the running, close together, a length ahead of Sterling, and these three were still in front at the half mile. Here Resolution was effort soon died away, and at the same time Atoner was beaten. A good race between Sterling and Chimera ended in favour of the latter by a length and a half; Sterling was a head in front of Resolution; Perseverance was fourth, First Choice fifth, and Balmah last. Time, 2m. 8sec.

Parl-mutuel:—Chimera 72, Resolution 72, Zinzibar 27, Perseverance 25, Atoner 21, Streamer 10, Sterling 10, Balmah 4, Elastic 2, Chief Justice 1, First Choice 1. Total 254=£1,270.

THE SHANGHAI STAKES, a forced entry of Tls. 5 for all ponies, except those entered in the Roadsters' Plate; first pony to receive 75 per cent.; second pony to receive 15 per cent.; third pony, 10 per cent. of the stakes; weight for inches as per scale. One mile and a half.

Mr. Sassoon's sk. Hero, 11st. 7lb. Mr. Dallas 1
Mr. Charley's b. Irkdale late Glenlivet, 11st. 7lb. Mr. Midwood 2

Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3
Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3

Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3
Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3

Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3
Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3

Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3
Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3

Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3
Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3

Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3
Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3

Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3
Mr. Hagg's ch. Starlight, 11st. 7lb. Mr. Sassoon 3

To-day's
Advertisements.DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"FUKIEN."

Captain Davis, will be despatched for the
above Port on FRIDAY, the 8th instant, at
Noon.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 6th May, 1891. [680]

NIPPON YUSEN KAISHA.

FOR HONOLULU.

THE Company's undermentioned Steamships
will leave YOKOHAMA for HONOLULU
direct, as under:

"MIKE MARU".....15th May.

"YAMASHIRO MARU".....1st June.

"MIKE MARU".....27th June.

Through Bills of Lading will be granted from
Hongkong.For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.

Hongkong, 6th May, 1891. [681]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR ADELAIDE, MELBOURNE AND
SYDNEY, via SINGAPORE AND
JAVA PORTS.

THE Steamship

"CATTERTHUN."

Captain Darke, will be despatched for the above
Ports on TUESDAY, the 11th inst., at 4 P.M.For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Hongkong, 6th May, 1891. [684]

FOR SHANGHAI.

THE Steamship

"LY-EE-MOON."

Captain G. Heurmann, will be despatched for the
above Port on FRIDAY, the 8th instant, at
4 P.M.For Freight or Passage, apply to
SIEMSEN & Co.

Hongkong, 6th May, 1891. [685]

FOR BANGKOK.

THE Steamship

"SINGAPORE."

Captain C.W. Hunt, will be despatched for the
above Port on FRIDAY, the 8th inst.For Freight or Passage, apply to
CHAN SENG HONG.

Hongkong, 6th May, 1891. [686]

HONGKONG RIFLE ASSOCIATION.

A COMPETITION for the SHORT RANGE
HANDICAP CHALLENGE CUP and
SPOONS, will be held on SATURDAY next,
the 9th instant, commencing at 3.15 P.M. Dis-
tances 200 and 300 yards. Usual conditions.
All shooting members are requested to attend, as
the scores made on this occasion will be taken
into consideration when a team is being selected
to represent the Association in forthcoming
matches.A Launch will leave the P. & O. Pier at 2.45
P.M. to convey competitors.FRANK COLLINS,
Hon. Secretary.

Hongkong, 6th May, 1891. [65]

NOTICE.

PUNJON & SUNGHIE DUA SAMANTAN
MINING COMPANY, LIMITED.IN deference to the wish of a number of Share-
holders, the Directors of the above Company
have decided to leave open until further notice
the list for the application of Preferential
Shares.A. O'D. GOURDIN,
Secretary.

Hongkong, 6th May, 1891. [683]

ST. JOHN LODGE

OF HONGKONG.

No. 618, S.C.

A REGULAR MEETING of the above
LODGE will be held in the Freemasons'
Hall, Zealand Street, on TUESDAY, the 12th
instant, at 8.30 P.M. precisely. Visiting
Brethren are cordially invited.

Hongkong, 6th May, 1891. [682]

For Sale.

HONGKONG TIMBER
YARD, WANCHAI.OREGON PINE SPARS AND LUMBER
Always on Hand.

L. MALLORY.

Hongkong, 24th June 1881. [655]

G. FALCONER & CO.,
WATCH AND CHRONOMETER MANU-
FACTURERS AND JEWELLERS,
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.

No. 48, Queen's Road Central. [612]

Some
Children
Growing
Too Fastbecome ill-fitted, fretful, without
energy, thin and weak. But you
can fortify them and build them
up, by the use of**SCOTT'S
EMULSION**OF PURE COD LIVER OIL AND
HYPOPHOSPHITES

Of Lime and Soda.

They will take it readily, for it is almost
as palatable as milk, and three times as
effective as plain oil. And it should be
remembered that it is a PREVENTIVE
OR CURE OF COUGHS OR COLDS, IN
BOTH THE OLD AND YOUNG, IT IS UN-
EQUALED. Avoid substitution offered
sold by all Chemists.SCOTT & BOWNE, LIMITED,
47, MARK LANE, LONDON, E.C.Sole Agents for Hongkong and China:
Messrs. A. S. WATSON & Co. (Limited),
Hongkong, 2nd December, 1890.

Hotels.

THE MOUNT AUSTIN HOTEL.

A SELECT FAMILY and RESIDENTIAL
HOTEL, situated 1,400 feet above the
sea level, commanding on the one side a mag-
nificent view of the Harbour with the Mainland
in the distance, and on the other of hills and moun-
tains, with the sea beyond dotted with islands as
far as the eye can reach, surrounded by extensive
promenades and pleasure grounds, including
three good Tennis Courts. The Mount Pro-
menade alone is nearly an acre in extent, and
the Flagstaff in its centre can be seen from a
great distance in every direction.The Hotel is replete with every accommodation
for Families and Gentlemen.The Manager, Mr. ROBERT ISHERWOOD,
will be assisted by an Efficient Lady Staff, and
the Hotel will be conducted upon the best Eng-
lish system. The accommodation comprises a
spacious Dining Hall, Private Dining Rooms,
Drawing, Reading, Smoking, Grill, Billiard, and
Private Sitting Rooms, with Fifty-four Bedrooms
each provided with separate Bath-room and
every convenience.Tramway Tickets will be supplied to Visitors
at Reduced Rates.The Hotel will Open on or about the QUEEN'S
BIRTHDAY.For terms apply to the Secretary at the
Company's Office, 38 and 40, Queen's Road
Central, Hongkong.

Hongkong, 30th April, 1891. [674]

STAG HOTEL.

QUEEN'S ROAD CENTRAL, HONGKONG.

THIS HOTEL, situated in the most Central
part of Hongkong, has recently been
refitted, and has excellent accommodation for
visitors.The Table is supplied with every delicacy of
the Season.
WINES, LIQUORS, &c. of the very best
quality only.

Charges Moderate.

HING LEE & Co.,
Proprietors.

Hongkong, 14th April, 1891. [673]

THE SHAMANE HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably
situated within a few minutes walk of the
'River Steamer Wharves,' is now open to receive
Visitors.The Bed-rooms are cool, airy and comfortably
furnished, and the spacious Dining Room, Sitting
Rooms, and accommodation generally will be
found equal to the best Hotels in the Far East.The Table d'Hôte is supplied with every
luxury in season, and the cuisine is in ex-
perienced hands.Wines, Spirits, Malt Liquors, etc., of the best
quality only.A. F. DO ROZARIO,
Manager.

Hongkong, 4th November, 1890. [1047]

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore in one
of the best and healthiest parts of Macao,
and commanding an admirable view facing the
South, was OPENED as a HOTEL on the
1st July.Every comfort will be provided for visitors, with
excellent cuisine and choice Wines.Hot, Cold, Shower and Sea Water Baths.
Large and well Ventilated Dining, Billiard, and
Reading Rooms, and well supplied Bar.A small dairy is attached to the premises.
Mrs. MARIA B. DOS REMEDIOS,
Proprietress.

Hongkong, 30th April, 1891. [659]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Eighteen per
cent. upon Contributions for the year
1890 has been declared. WARRANTS may be
had on application at the Office of the Society,
on and after the 6th May.

By the Order of the Board,

N. J. EDE,
Secretary.

Hongkong, 15th April, 1891. [628]

NOTICE.

HONGKONG & WHAMPOA
DOCK COMPANY,
LIMITED.SHIPMASTERS AND ENGINEERS
are respectfully informed that, if upon
their arrival in this HARBOUR, any of the
COMPANY'S FOREMEN should be at hand,
ORDERS FOR REPAIRS, if sent to the Head
Office, No. 14, Praya Central, will receive
prompt attention.In the event of complaints being found
necessary, communication with the Under-
signed is requested, when immediate steps will be taken
to rectify the cause of dissatisfaction.D. GILLIES,
Secretary.

Hongkong, 15th August, 1891. [15]

NOTICE.

JEY'S SANITARY COMPOUNDS
COMPANY, LIMITED.JEY'S WOOD PRESERVER OR
ANTISEPTIC PAINT.THE Under-mentioned have this day been
appointed SOLE AGENTS for the sale
of these PERFECT DISINFECTANTS, and
are prepared to supply quantities to suit
purchasers, at Wholesale Prices. Extra Special
terms for Shipping and large Orders.San-Romero-Bawmawm, G.B., C.K., Chief
Sanitary Engineer, Local Government Board,
London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings

Hongkong, 19th June, 1891. [19]

Intimations.

W. POWELL & CO.

EX S.S. "SHANGHAI" and "THAMES."

LADIES' and CHILDREN'S STRAW HATS.

FLOWERS.

RIBBONS.

MILLINERY, &c., &c.

W. POWELL & CO.

Hongkong, 29th April, 1891. [6]

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,
ANDPROVISION MERCHANTS,
NAVY CONTRACTORS,AND
GENERAL COMMISSION AGENTS,
No. 11, Praya Central,
(Opposite Padder's Wharf).SOLE AGENTS
for
RAHTJEN'S
GENUINE
COMPOSITIONFOR
THE BOTTOMS OF IRON SHIPS.HARTMANN'S GREY PAINT, specially man-
ufactured for coating the inside of STEEL SHIPS.SPECIALLY SELECTED,
EX. PRIME, PORK and BEEF in Barrels.Also
AMERICAN PRIME SUGAR-CURED
HAMS and BACON.

CHR. MOTZ & Co., BORDEAUX CLARETS.

CEMENT from the celebrated Factory of Hen-
moor.FLENSBURG STOCK BEER,
ENGINEERS' and BLACKSMITHS'
MACHINERY and TOOLS.EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCKAT
REASONABLE PRICES.ALL KINDS OF
COALSSUPPLIED AT THE SHORTEST NOTICE.
Hongkong, 15th March, 1891. [132]

JUST ARRIVED, FOR SALE.

THE New Stem Winder and Enamelled Dial

WATERBURY WATCH.

SERIES J.—For Gentlemen, or large size.
SERIES L.—For Ladies, or small size.
Watches less than a dozen turns;
Jewelled, Dust-proof, Keyless, with
all the latest improvements. A
perfect and unrivalled timekeeper;
reliable, durable and accurate,
and alsoSERIES E.—The "Good old favorite." The
best form of the original Waterbury: offered at
the reduced price of \$2.70 each.
Orders from Out-ports to be accompanied
by remittance for cost.THE MITSUI BUSSAN KAISHA,
Sole Agents in Japan, China,
Korea, Hongkong & Macao.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 20th February, 1890. [11180]CARBOLINEUM AVENARIUS,
(REGISTERED).AN ANTISEPTIC PAINT for the Preser-
vation of Wood, Walls, Ropes and Ship's
Tackle. May be applied to Beams, Floors, Wal-
coting, Wooden Ornament, Eaves, Roofs,
Wooden Sheds, Farmers' and Gardeners' Imple-
ments, Carts, Posts, Fences, Stables, Gates,
Bridges, Ropes, and all Timber underground.
Effectually excludes all dampness from the crum-
bling away and decay of both stone and bricks.
White ants do not touch wood painted with
Carbolineum.Used during the last 14 years with the utmost
success, as proved by numerous Testimonials
from living authorities.
Sold in casks of about 45 lb. net. Price
8 cents per lb.For further particulars, apply to
SCHEELE & Co.,
Sole Agents,
No. 16, Stanley Street.

HONGKONG, and December, 1890. [144]

CHOS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS,
CHARTS and BOOKS.Sole Agents for Louis Audemars' Watches;
exported the highest Prices at every Exhibition;
and for Valgriffier and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
No. 2, Queen's Road Central. [611]

NOTICE.

THE Under-mentioned undertakes to produce
First Class Photographs. Gentlemen
wishing to patronize may have PROOFS OF
Produce sent to them for approval, and if not
satisfied, no charge will be made.
Charges (cancelled).....\$5 a dozen.
Cartes de Visite.....2PUN WOO, PHOTOGRAPHER,
24, Queen's Road Central,
(Top Floor of Teen Sing, Bookbinder),
Hongkong, 19th February, 1891. [208]W. S. MARTEN,
ARTISTIC DECORATOR,
4, DUDDELL STREET,
HONGKONG.

Hongkong, 6th April, 1891. [13]

Dr. Knorr's
ANTIPYRINE.

(Dose for Adults 15 to 35 grains frey.)

IS the most approved and most efficacious

remedy in cases of HEADACHE, MIGRAINE,
NEURALGIA, RHEUMATISM, FEVER,
TYPHUS, ERYSIPELAS, HOOPING-
COUGH, and many other complaints. It is
also the very best Antiseptic. Highly recom-
mended by the medical Faculty. To be had from
every reputable Chemist and Druggist. Ask for
DR. KNORR'S ANTIPYRINE! Each Tin
bears the inventor's signature, "Dr. KNORR"

in red letters.

Supplies constantly on hand at the China
Export, Import, and Bank Co.—Sole Agents
for China. Beware of spurious imitations!
Hongkong, 20th May, 1890. [424]

FOR SALE.

THE Schooner
"MONTIARA,"Length.....75 feet.
Beam.....18
Depth of hold.....7 1/2
Registered tonnage.....75 tons.(Owing to recent alterations the carrying
capacity of the Montisara has been increased to
about 120 tons, dead weight.)The Montisara was built in Singapore, and is
most solidly constructed of teak throughout,
with iron-wood frames. She has recently been
thoroughly overhauled under experienced Euro-
pean superintendence, fastened throughout with
7 inch galvanized spikes, and new ly re-coppered.
She is for sale with the best canvas sails.
Draft of water 7 feet.For further particulars apply to
R. FRASER-SMITH,
6, Padder's Hill.

Hongkong, 9th April, 1890. [33]

To be Let.

THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.TO LET,
KNUTTSFORD TERRACE,
KOWLOON.HOUSES with 5 ROOMS, including Bath-
rooms, Tennis Courts. Good view and
Healthy situation. Rent and Taxes \$32 a
month.Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY CO., Ltd.

Hongkong, 24th March, 1891. [482]

TO LET.

With Immediate Possession.
No. 17, PRAYA CENTRAL.OFFICES—above Messrs. Douglas, Laprak &
Co.'s Premises.THE HONGKONG LAND INVESTMENT
& AGENCY CO., Ltd.

Hongkong, 16th December, 1890. [49]

TO LET.

HOUSE or subdivided from 1st June
next, HOUSE No. 5, Chancery Lane with
10 Rooms and Bath Rooms. Two separate
entrances.Apply to
J. M. V. DE FIGUEIREDO,
No. 5, Caine Road.

Hongkong, 2nd May, 1891. [665]

TO LET.

NOS. 9, 11, and 13, SEYMOUR TERRACE.

HOUSE in Pokfulam Road, "Nullah Side."
ROOMS in College Chambers
No. 4, OLD BAILEY STREET.OFFICES and CHAMBERS in Connaught
House, Queen's Road Central.
OFFICES in Victoria Buildings,
No. 3, Padder's Hill.Apply to
DAVID SASSOON, SONS & Co.,
Hongkong, 1st May, 1891. [13]

TO BE LET.

No. 10, SEYMOUR TERRACE.

Apply to
HERCULES J. SCOTT.

Hongkong, 3rd February, 1891. [227]

TO LET.

NOS. 25 and 27, ELGIN STREET, behind
the Old Union Church.Apply to
ACHEE & Co.

Hongkong, 25th February, 1891. [40]

TO BE LET SHORTLY.

A ROOMING HOUSE.

Apply to
THE SECRETARY,
Humphreys Estate & Finance Co., Ltd.TO BE LET OR SOLD,
On favourable terms, with Immediate
Possession.EIGHT HOUSES at "Mountain View,"
Peak District, near Blunkett's Gap.
If sold, part of the Purchase money can remain
on Mortgage.Apply to
JOHN A. JUPP.38 & 40, Queen's Road Central,
Hongkong, 10th April, 1891. [56]

TO LET AT THE PEAK.

Possession 1st May, 1891.

THE HOUSE "CREGGAN," Best position.

Apply to
M. S. SASSOON & Co.

Hongkong, 16th April, 1891. [550]

Mails.

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship

"OCEANIC"

will be despatched for San Francisco, via
Yokohama, on THURSDAY, the 7th May,
at 1 P.M.Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.All PARCEL PACKAGES should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.First-class Fares granted as follows:—
To San Francisco.....\$225.00
To San Francisco and return.....393.75
available for 6 months.....393.75
To Liverpool.....325.00
To London.....325.00To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.Passengers, who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.Canadian Invoices to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Passage or
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.J. S. VAN BUREN,
Acting Agent.

Hongkong, 15th April, 1891. [2]

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN,
ISMALIA, PORT SAID, MALTA,
GIBRALTAR, MARSEILLES



MAIL SUPPLEMENT. The Hongkong Telegraph.



No. 2836

WEDNESDAY, MAY 6, 1891.

SIX DOLLARS
PER QUARTER.

MARRIAGE.

At Shanghai, on the 25th April, at the British Consulate-General, and afterwards at the Union Church, by Rev. T. R. Stevenson, THOMAS EDWIN TRUIMAN to AMY ELIZA SAYLE.

BIRTHS.

At Peking, on the 19th April, the wife of CHARLES H. OLIVER, of a son.
On and May, at Mount Kellett, the wife of W. K. WYLLIE, of a son.

DEATH.

At Hankow, on the 21st April, WILLIAM FORBES second son of late Dr. Hugh Sharp, of Cullen, Banffshire, Scotland; aged 45 years.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, MAY 6, 1891.

THE HONGKONG BANK AND THE SHARE MARKET.

The April settlements, according to reports which ought to be reliable, have been arranged in a fashion, that convenient negotiable instrument the P. N. having as customary played a rather important rôle in squaring matters. It is suggested that the huge army of irregular jobbers in the colony should henceforth play at marbles or skittles, either of these games being an amusing and harmless pastime, which neither requires *know-how* to Bank clerks and others of that ilk clothed with a little brief authority, nor the manipulation of such compromising documents as promissory notes. The experiences of the past few months clearly enough show that the spirit of reckless share gambling is just as much alive and rampant as ever, and has only been temporarily suspended owing to dull times and a very wide-spread and much to be deplored scarcity of the sinews of war. But in certain quarters a very large amount of speculation is nevertheless understood to have been indulged in by more or less influential operators, especially in Bank shares, and something very like an inspired "corner" in matters concerning the private business of the Hongkong and Shanghai Bank has, alas, for a very long time past been of only too frequent occurrence—is rumoured to have been hopelessly "bust" owing to that unfortunate and totally unforeseen and unprovided for Parsee failure in Bombay. Who led the attack against the "bulls"? Why, of course, the local levianthus of the Rialto. When the clever (in their own estimation) would-be manipulators of the Hongkong Share Market get into difficulties through their own anserous and asinine blundering, as a common rule they shed bitter tears, loudly proclaiming that they have been victimised by that irrepressible and all-conquering speculator, and offer payment of losses in doubtful written promises; but when they happen, by some wonderful stroke of luck and per favor of the "inspiration" above referred to, aided by special privileges as to overdrawings they generally deprecate and doubtful accounts without tangible security of any sort, to get that astute gentleman into a corner, they cheerfully annex his dollars and rejoice exceedingly. And then they call him bad names, say, even those who make their livelihood out of his patronage, and lavishly enjoy his princely hospitality. It is not so very long ago that a certain *clerc* of adventurous wire-pullers tried to leave our old friend high and dry on a big gamble in Banks; they had everything on their side calculated to secure success—the Grand Panjandrum, the "inspiration" of some of the other honest, conscientious and stable Directors, in addition to all the brokers who wanted a job, some of whom, by the way, are good fellows, whilst others are only fit for mops to clean the Queen's Road gutters with. The "bull" movement on this particular occasion didn't quite come off; the versatile manipulator from India's coral strand hasn't been sculling round Hongkong share politics for over a quarter of a century without knowing something, and when assumed to be completely at the mercy of the "bulls" he had four aces up his sleeve, and when the crisis came he quietly checkmated his adversaries, and "cornered" them to some purpose. He was supposed to have "short-sold," and it was on this assumption that the inspired combination went actively to work to create a fictitious quotation for settlement day. But notwithstanding the tolls that were being woven closely around him, the Cossus of the Hongkong-Stock-Market was quite cheerful and kept on selling Bank shares with such vigour and displayed such an amount of confidence in the policy he was pursuing that a scare set in, and the omniscient "Corner" took fright when they found the stock steadily depreciating in spite of all their exertions in a contrary direction. And what happened then? Was it not a matter of common knowledge and general gossip that the would-be blithers, who had got so severely bitten at their own game, invoked the kind offices of a certain omnipotent and ubiquitous Bank official to "save them from being completely smashed up, and that the great man did as a matter of fact adopt coercive measures and "put the screw on," and insisted that the wholesale disposal of Bank stock should cease. The inspired "bulls," worsted in a barefaced attempt at cornering, the legality of which was certainly open to doubt, were only saved from disastrous consequences by a medium which ought to have been far beyond

MR. KESWICK'S RECANTATION.

At the conclusion of his very amusing and not altogether uninteresting school-room lecture to the specially invited unofficial members of the Legislative Council on April 27th, Sir WILLIAM DE Vaux wound up with this pregnant and prophetic remark:—

"But it is scarcely necessary to tell you that when you feel, as you must now do, that your position is a wrong one, it shows the highest moral courage not to hold to it but to withdraw it."

This very palpable bait, a sprat to catch a mackerel, has succeeded in seducing from his allegiance to the public interests he is supposed to represent, the Hon. JAMES JOHNSTONE KESWICK, unofficial member, by nomination of the Governor, for JARDINE, MATHURSON & Co. No exception can be taken to the proposition laid down by his Excellency in the words above quoted; on the contrary the course he suggests for men who have done wrong is the only honourable course available. The man who frankly admits he is in the wrong shows far more courage than he who braves out a false position. And if we could be induced to believe that Mr. Keswick had been legitimately convinced of the error of his ways, we would be the first to applaud that gentleman for so pluckily admitting his fault and facing the necessarily unpleasant consequences in true manly fashion; but we regret to say, after a most careful and impartial study of the whole circumstances of what, after all, is a most trivial difference for grown-up men to quarrel about, that we can discover not the slightest excuse or extenuation for the honourable gentleman's most extraordinary, but not surprising so far as we are concerned, *volte-face*. Mr. Keswick's explanation for the course he has taken in deserting his unofficial colleagues will be found in a letter published in another part of this issue; but in our opinion it falls very far short of a sufficient defence for the line of conduct as a public representative the honorable gentleman has thought fit to pursue. A few weeks ago Mr. Keswick was referred to in these columns as a member "who only represented himself in the Legislative Council and did that badly—a feeble man of 'ifs' and 'buts,' who was very much out of place where the affairs of a great community like Hongkong are vitally concerned." These utterances have proved truly prophetic, and the member for JARDINE's has placed himself in such an invidious and untenable position as regards the community, that we can only see one alternative—immediate resignation of a position in which he no longer represents the views of his constituents. No doubt Mr. Keswick will consult his own dignity in whatever course he may deem fit to adopt, but constitutional practice and precedents are so strong in such a case as this, that it is difficult to see any just or reasonable grounds on which he can conscientiously pretend to further represent the Hongkong public in the local legislature. And that Mr. Keswick, albeit his most puzzling inconsistency, is essentially a man of conscience his letter to the Governor convincingly proves.

Now on the broad question of the letter sent by the unofficial members to the Governor on April 24th, to which his Excellency has taken such grave exception and which is alleged to have created all the recent personal bickering and caused the existing constitutional crisis—what does it all amount to? We have most carefully analysed that letter, studied it almost word by word, but have quite failed to discover anything whatever to justify the Governor's charge that it contained "unworthy imputations and disrespect" against himself. There are, so far as our search and impartial analysis can discover, no unworthy imputations of any kind whatsoever levelled at his Excellency; there are undoubtedly some very plain terms made use of which may or may not be warranted as arguments on public policy, but which are nevertheless perfectly justified as the free and independent views of the unofficial members of the Legislative Council on matters in which they have a paramount interest. Mr. Keswick is not very far from the mark when he says the letter contains "certain passages which appear to imply disrespect; and as the signatories, through the Hon. Mr. WITTENBERG, publicly disclaimed any intention of being disrespectful, the matter should have ended there. His Excellency, however, after displaying an amount of ultra-sensitiveness which was really remarkable in an old and experienced statesman who has been subjected to any amount of hostile animadversion and criticism: in every colony he has governed, declined to accept the olive branch held out to him, and 'rode the high horse' to the last, conveniently forgetting that his own letter to the unofficial members, considerably described by the Hon. Mr. RYAN as "a most inconsiderate letter," was a very much more offensive production than that to which he took such grave exception. Sir WILLIAM DE Vaux must remember that the unofficial members of the Legislative Council are just as much entitled to respect and courtesy as the Governor, or any other official; and progress are at least equally not superior to his own; and in their exceptional position as representatives of the community, fighting a hopeless battle against a dominant and would-be dominating official majority, they have more than a nominal claim to special consideration from the Head of the Government. In this instance, and we say it with a

certain amount of regret, the ground for complaint is with the unofficial members, and not with the Governor. And, moreover, it ought not to be forgotten that his Excellency has never been so mealy-mouthed himself in dealing with other people's defects and shortcomings as to justify his flying off at a tangent because he chose to imagine that the Majesty of Great Britain had been shown disrespect in his own sacred person, especially after receiving ample assurances that nothing in the least offensive was intended. The cause of all the trouble has been the unfortunate Military Contribution dispute, and on that matter the unofficial members carry with them the undivided support and confidence of the entire community. Such being the case we hold that it was his Excellency's duty, no matter what his own opinions or convictions were, to have made local interests his first consideration, and by strongly representing to the Secretary of State the undisputed gross breach of faith with regard to the extra £20,000 were voted, left Lord KNIGHTSFOOT to fight Hongkong's battle with the War Office, supported by the indignant protest of the colony. Governor DE Vaux elected to over-ride the wishes of the community and tried to force a most unpopular measure down their throats almost without discussion; the policy was a weak one, and has resulted in the present unpleasant and unsatisfactory deadlock between the Head of the Executive and the representatives of the public, a situation which is all the more to be deplored considering that the Governor, who in everything but this miserable imposition of the Home Government has worked in perfect harmony with his Council, will leave Hongkong for good on Thursday next saddled with an unpopularity which his general policy during the past four years has certainly not merited.

THE SUNDAY LABOUR AND GAMBLING QUESTIONS.

The meeting of the Legislative Council this forenoon (30th ult.), was marked by the consideration of measures which, all being well, will deal severely with two important, if dissimilar, vested interests—the ship-owners' and the gambling-house keepers'. The former class, through their representatives in the Chamber of Commerce, have long and successfully opposed the claims of their European employers to have Sunday rest when in port here, and after the discouraging and Jesuitical attitude adopted by Mr. F. FLEMING, then administering the Government, when approached by a deputation of officers on the subject last November, it was scarcely to be expected that such a complete concession could have been granted as is proposed in the Bill which was to-day read a first time. By this "Sunday Cargo-working Ordinance" practically the whole of the Harbor is controlled, and except in cases where the exceptional circumstances make it worth while paying £50 for the privilege, the clank of the steam-whistle will be heard no more on board vessels within our waters on Sundays, on pain of a fine not exceeding £1,000. We have so long and consistently advocated the adoption of such a measure that we shall be pardoned for a little plain-speaking to both officers and owners. At the conference between the deputation from the Mercantile Marine Officers' Association and the Chamber of Commerce in October last, and at again the interview with the Acting Governor the following month, there was a good deal too much twaddle about "moral slavery," yearning for liberty to attend Divine service, and so on. The great want was for a day to recreate, for officers and men to lie back and forget about bills of lading, for once, and to associate with their friends in the way other men do. On the other hand, the Chamber of Commerce people, invested as they were (the phrase is Captain AUSTON's) with heathenish surroundings, talked the most arrant rubbish imaginable when they pretended that to lay the ships up on Sunday would "knock the bottom out of all local trade, and reduce the Colony to ruin; not to speak of the check of the officers in ever thinking of such a thing." It was a case of British interests, and nothing better. Sir G. W. DE Vaux has not lost his grip of things so entirely as to ignore this, and he has solved the question to-day in a crisp little Ordinance that the Chamber of Commerce ought to have framed and hung up in their consulting room at the City Hall.

With respect to the latest crusade against the gambling-house keepers there is not much to be said that is new, save and except as to the brief expression of opinion from his Excellency in respect to the Totalisator. Governor DE Vaux is not very consistent in some things;—he has not been consistent in this gambling question—but he got right home when he declared that the Totalisator could not be countenanced at any future race-meetings, any more—in fact less than—the establishment of a *pois* in the padlock. He said what we have repeatedly asserted in these columns, and he spoke just about as feelingly. Whilst expounding a clause which would have practically justified a paid-up "any-club" or private house where the light of a quiet game was anything over a dollar, he showed an unmistakable determination to make no race distinctions in suppressing this all-pervading vice of gambling; and we rather fancy that one or two ears at that same Council-board must have tingled a trifle when his Excellency was pattingly expressing his rather pronounced sentiments on the subject. There will be a

valuable Totalisator, "whose owner is giving up business" for sale when this Bill becomes law, and the proceedings at the next meeting of that sadly degenerate body which calls itself the Hongkong Jockey Club, and arrogates to itself more power than a Council of Ten, will be very interesting. It is perhaps unnecessary to add that no new bill was required to exterminate the totalisator; the existing law is quite sufficient to meet all requirements, but on our annual gala days the police have discreetly been blind to all sorts of gambling, in which Chinese and foreigners were equally implicated, and we are not aware that any very serious consequences have ever resulted from this special indulgence. It is possible to have too much repressive legislation, and we are rather inclined to the opinion that the limit has been greatly exceeded in this new Hongkong Gambling Ordinance.

ALLEGED-OUTRAGE BY A CHINESE CUSTOMS CRUISER.

The Chinese Customs' blockade of the port of Hongkong has once more given rise to trouble, and if our information is to be relied on, serious complications are not unlikely to arise between that energetic Service and the Hongkong Government.

A short time ago—about three weeks according to the statements of the Customs officials—a Chinese two-masted junk, 11 ft. 11 in. long, 21 ft. 6 in. beam, 12 ft. 6 in. depth, with a crew of 114, 128 cases of kerosene oil, and some 1200 lbs. of opium, was seized in value from \$50 to \$80. For reasons which will be obvious later on, the destination of the junk remains for the present an open question, although we understand she was bound for Swatow; but what is claimed to have been ascertained is that the vessel—which had conformed to all the regulations of the Customs—was forcibly seized in British waters, in Shing-shimoon Pass, just off Cape D'Aguilar and within a few hundred yards of the British colony of Hongkong, her crew and all on board put in irons, and the junk towed to the Chinese Customs' wharf, which is anchored at Lei-chi-kok. Subsequently, it appears, the captured crew were taken through British waters in a Chinese cruiser to Kowloon city and there lodged in the filthy pig-sty which serves the purpose of a goal, and in which the captain of the junk is still a close prisoner—held as a hostage, it is said, until the owner of the cargo comes forward to the mandarin's yamen and admits that the cargo is a smuggler and that a cargo was being "run" when she was seized. This article is a trifling misstatement, and will scarcely induce the owner of the cargo to walk blindly into the tiger's den. Of course, such an admission would be sufficient warrant, according to their own view, for the Chinese authorities confiscating both junk and cargo and visiting the smugglers with all the pains and penalties of Chinese law; but it would be no justification for deliberate piracy in British waters, and that is about the strength of the indictment. Singularly enough a case almost on all fours with this one, so far as the action of the Chinese authorities is concerned, has been causing some excitement in Canton lately, and has led to some spirited despatches between Viceroy Li Han-chang and the British Consul-General. That case, however, is of far too great importance to be dealt with in this brief report, and it is only referred to as a fresh proof of the constant aggressive and utterly unjustified interference by the Chinese officials with the trade of this colony and the Treaty ports, and the rights of foreigners in their commercial relations with Chinese subjects.

Shortly after the seizure the 128 cases of kerosene oil were sold at Kowloon, and yesterday afternoon (yesterday) the junk with the opium and sulphur on board, was towed over from Lei-chi-kok and made fast to the Douglas Co's wharf. The cargo was quickly landed into Messrs. Lane, Crawford & Co's auction room, where it was sold to the highest bidder, the junk being finally put up and knocked down to a Chinese named Kong Kee for the nominal sum of \$18. The men on board the Customs cruiser deny that the junk was seized in Shing-shimoon Pass, or in British waters, and contend that when captured she was making her way through the Fo-loo-mun Pass. However, we leave that to the Acting Harbour Master of Hongkong who has considered it his duty to investigate the seizure and to report it to the Government, no doubt the true state of the case will shortly be elucidated.

IN DARKEST TYTAM, OR, HOW I FOUND WATER.

(BY H. M. STANLEY.)
By special arrangement with the above named talented pirate, we are enabled to publish a few extracts from the diary written by him during his expedition into the heart of the Dry Continent in search of Wet. [In view of the reduced rates conceded we shall call him the "intrepid explorer" in future references.]
Jan. 1st, 1890.—At last we are fairly on the way inland, and hope to reach Tytam or Bait. Decided not to take the route previously laid down in official charts. Official documents always misleading.
Jan. 1st, 1890.—Position becoming unsatisfactory. No rain since the Flood. Authorities evidently thought that would give water enough until the next flood. Didn't. Must go forward and investigate.
Jan. 1st, 1890.—Still going forward, and investigating. Still no rain. Distance travelled, 5000 miles.
Jan. 1st, 1890.—First stage of journey. Arrived at Church Temperance Union "karakal." Should rather call it "sneak." Hoped to find water. No go—bad egg found them busy with a petition to smother the trade of men having decent children, on behalf of the Army and Navy, Army and Navy not fit! Could not stop here, so shook the uppers off our boots and passed on.
Feb. 1st.—Arrived at filter-beds. Fine place for camp. Plenty of filter, plenty of bed, but no water. And no food. Filtered water used to be sent off about here. Filtered water, the inhabitant. Got nothing out of him, as he was dead. [The new Chinese Government had just died.]
Feb. 1st.—Trouble with rear column, and their suddenly dropped by all four wheels. Major (big position) complained that "No. 4" kept joggling the chair-poles, and "treading on his corns." No. 4 retorted, calling Major a Governmental. Major said no man should call his own horse a donkey. Did live though, and Major was Major.
We're going to pass him in tomorrow.

April 1st.—Crossed the line amid great rejoicings. Car passed us on way to Peak. Several of the riotous rear column, wanted to take a life, and save our boots. Quelled the rising. Had to behead some of them, and *ding-chia* few. Great fun for the survivors. Continued journey. Little later found we were lost. Camped at Magazine Gap, and sent child round to nearest resident to ask way. Boy returned with answer "Don't remember." N. J. M. Jones. Dear, dear! how annoying. Consented to camp, as proper thing to do, until comrade in Victoria returned supplies, pending reciprocal cheque received. Shall behead him on my way back. Meanwhile, Excuse me!
May 1st.—Came to a house. Asked about water. Didn't understand us, so we made signs. Thought we were Freemasons, and produced a goat. Left with a prayer on our lips. Took the goat, though.
May 2nd.—John Brown's body lies mouldering in the grave, his soul is marching on. So we we. As the Grand Old Man says, we are within measurable distance of the object in view. Jungle not so dense. Victoria-hat, flightless now well to the rear. Saw my first Chinese river fire (see my new book, now in the press). Houses to let for summer months. Some of the rents as high as the climb we have just made; some again as low as the Government.
May 3rd.—At last! After many years! As we walked into the enclosure we were met by a white-haired old hypn. who said "Mr. Stanley, I presume?" I took off my hat and replied "The name, and you are the Governor?" "Vice" "Sir—is that quite respectful? Not that I object to the possibility of it being anything else, of course, but I know one never knows, isn't it?" He then showed me round. Pointed out, where, according to tradition, there used to be water. None now. Assured me he was not leaving any more than it ought, and the holes would stop themselves up if only I would wait long enough. Look all round, and admire the colossal dam. Proper thing to do. Venerable African tells me place is haunted by ghost in olivisks. Thinks it's the former Water Authority, "revisiting the pale glimmers" &c. told "cynism," as in Nyanabogie (see last volume of my fairy tales). Use up all my hearers, etc., in doing so—but no matter.
Saved!!
Four o'clock. Horrible darkness lowering. Dark Continent not in it. I preface for the worst, by holding the gold-handled umbrella I always carry for these terrible adventures (see chapter on "Privations and sufferings" in forth-coming book). It begins to rain! African brother off in search of reservoir, with view to bringing it out into the damp. Thus guided by an all-powerful Provident—(no, said that before); by the beneficent God—(dear me, I'm repeating myself)—anyhow, we are saved, somehow.—H.M.S.

MOBILISATION OF THE TROOPS.
OUR £40,000 WORTH.
Yesterday afternoon and evening (1st inst.) the whole of the military forces in Hongkong were mobilised, for the purpose of a grand demonstration of the defensive force of the colony, organised for the benefit of the latest drafts from home. All the forces were fully manned by the Royal Artillery, and the A. & S. Highlanders were also stationed at the various points. The troops were in full kit for active service, and only three companies were left in town. After various exercises, including night signalling, the defenders returned to barracks about ten o'clock. Hongkong was saved.

A. S. WATSON & CO., LIMITED.
The following is the report of the General Manager for the year ended 31st December, 1890, for presentation to the shareholders at the ordinary general meeting of the Company, to be held at the Hongkong Dispensary, on Thursday, the 14th May, 1891:—
To the shareholders of A. S. Watson & Co., Limited.
Gentlemen,—I beg to lay before you a statement of the Company's business, with a balance sheet for the year ending the 31st December, 1890.
The net profits of the Company for the twelve months under review, after providing for all bad and doubtful debts, and including £2413.88, brought forward from last year, were £84,347.74. We paid an interim dividend of 7 percent in November last, amounting to £35,000.00, and I now propose to pay a further dividend of 7 percent (making 14 percent for the year), which will absorb \$35,000.00, and to carry \$10,000.00 to Reserve Fund to meet contingencies or for equalising dividends (in accordance with Clause 16 of Article 114), leaving a balance of \$4,347.74 to be carried forward.
I estimate that the firm we commenced on the 19th May last indirectly reduced the amount of our net profits for the year by \$20,000.00 as the stocks that remained were quite inadequate to meet the demand until fresh supplies came forward.
The Company's accounts in London have been audited by Messrs. Edward Moore & Son, chartered accountants, and those at the Head Office by Mr. V. A. Cassar Hawkins.
JNO. D. HUMPHREYS,
General Manager.
Hongkong, 1st May, 1891.

LOCAL AND GENERAL.
TONG KONG-SING, who has been in very poor health lately, left Shanghai for Tientsin on the 28th ult.
The returns of the number of visitors to the City Hall Museum for the week ending May 3rd, are:—Europeans 192, Chinese 1990; total 2,188.
The staff of the Kowloon Observatory has been increased by the arrival of Mr. John Isaac Plummer, who assumed the duties of his office as Chief Assistant to Mr. Döberck on May 1st.
Our Canton correspondent writes that the son of his Excellency the Governor of Kwangtung, was married on the 1st inst. to a young princess belle, and that there were grand doings at the Yamen in honor of the occasion.

ORDINANCE No. 22 of 1890.—An Ordinance to amend the Chinese Emigration Consolidation Ordinance 1889, has not been disallowed by His Majesty the Queen, for which blessing we ought to be, and most of us to young princelings, and that there were grand doings at the Yamen in honor of the occasion.

ORDINANCE No. 22 of 1890.—An Ordinance to amend the Chinese Emigration Consolidation Ordinance 1889, has not been disallowed by His Majesty the Queen, for which blessing we ought to be, and most of us to young princelings, and that there were grand doings at the Yamen in honor of the occasion.

The British cruisers *Mercury*, *Leander*, and *Seydlitz* sailed for Amoy on the 30th ult.

ABOUT 7.45 p.m. on the 30th ult., the Indo-China Co.'s steamer *Pooking* collided with and sunk a two-masted ballast-laden junk in the Cap-sul-mun Pass, on her way from Whampoa to Canton. The seven men on board were saved by a Chinese Customs launch.

ACCORDING to a native paper the tea season at Hankow will open shortly. It is predicted that this year's crop will be of an exceptionally fine quality, as the weather has been most favourable all along. The picking of the leaf at Ningchow this year has been earlier than usual. The market will be ready for business either at the end of this Chinese month or the beginning of the next.

THE calendar of probates and administrations granted by the Supreme Court during 1890 is contained in a return tabled at the Legislative Council on the 30th ult. It hardly shows a case of a single white man leaving over \$10,000, but lots of paltry sums. But the total of bankruptcies showed liabilities to the amount of \$12,233,333 proved (out of \$12,000 admitted in schedule) and \$6,154,601 in assets, out of \$12,766 alleged to be extinct. So that the Pagoda Tree would seem to flourish any more, to any extent.

THE *Empress of India's* maiden trip across the North Pacific from Yokohama to Vancouver is the fastest thing in the way of steaming on the bosom of the Pacific Ocean that has yet been recorded. She left Yokohama at 4 p.m. on the 17th April, with a full cargo and upwards of 150 first-class passengers, and arrived at Vancouver during the forenoon of the 28th idem, i.e. in 10 days and a few hours. The next best record is the voyage of the Pacific Mail Company's *Frisco* liner *City of Rio* which did the same trip when running a spasmoidic opposition to the C. P. boats in 12 days 14 hours, in August last.

WHEN we were—well, in another place—the Rev. S. W. Stagg wrote us from Kinkyo, St. John's, Colchester, to let us know how old Mann, the Enchanted of the Carolinas, was getting on. The ancient mariner has nearly 60, which will very likely keep him as long as he needs keeping, for he told us before he left Hongkong that he was "high eighty." Mr. Stagg says he is very comfortable—freer than the brother he lives with, notwithstanding his backing-up among the Kanakas, and his years of savage existence. So you good people who subscribed to help a poor old man who was "on the rocks" and there wasn't a *tailpin* among you—have not done so in vain.

ON the night of the 29th ult., the Electric Light Company added fourteen new lights to their street illuminations; namely, four at the Cricket Ground, four at Wanchai Market, four in the vicinity of Government House, and two on the Praya—in addition to their other lights. The total number of the new lights made during the afternoon and when, at 6.30 p.m., the electric current was sent through the Company's circuits the new lamps shed a steady brilliant light throughout the entire night. We hear that the Company are about to fit up some of the local coast steamship companies' vessels with the new illuminant, as also some of the hotels and merchants' houses.

IT is proposed to extend the Kowloon Railway to Shan-hai-kwan by the route of Koo-yee and Ling-ai; from Shan-hai-kwan it will be still extended to Shengking, from hence onward to Kien. During the 2nd moon, Taotai Li Shan Ching sent deputies from Tong-shan to take the proper survey. All properties along the route, which the new railroad is to take, will be bought at reasonable prices from their present owners. Notices to that effect have already been issued by the Railroad Company in conjunction with the local authorities. The Taotai Li Shan Ching person for an inspection of the route on the 4th of last month. More developments, says the native papers, are expected in the coming Chinese 4th moon.

AT the Legislative Council meeting on the 30th ult., the Registrar-General's returns for 1890 were tabled. The total number of births among the British and foreign community was 167, or 15.22 per 1000, and of deaths 188, or 17.14 per 1000. But as 40 of the 188 were non-residents—tourists or people sent here to receive medical treatment unavailable in their own countries—the ratio is considerably lowered. The Chinese new arrivals numbered 1450, 7.72 per 1000; and the departures totalled 4533, or 23.35 per 1000. The terrible *frimur*, *nascentium*—infantile lock-jaw—was responsible for 277 and 253 of the deaths at the Asiatic de Ste. Etienne and the Italian Consulate respectively. Is it excess, or want of Godfrey's Cordial?

GLAD tidings for shipowners and masters of Canton river boats, erected at the time of the recent Franco-Chinese war, has been about three parts removed, and it is confidently predicted by those who should know about what they predict in this connection that the whole obstruction will be away by the first of next month, thus making it possible for deep-draft steamers to get up to Canton and there discharge, instead of having to tranship their cargoes into boats and junks at Whampoa. The recent activity of the Chinese authorities in this matter is, we are fully assured, solely owing their desire to diminish the cost of transport of the enormous quantities of rice which, owing to the long-continued drought and failure of last year's autumn crops in Kwangtung province, it is, and will for some months be, necessary for them to import from Yangtze grain ports—Wuhu and Chikiang. There can be but little doubt that had the barrier not been the cause of the wily heathen Chinese looting slightly, with every prospect of booking further losses, the noble brother of the Great Viceroy would not have thought of setting about the removal of the useless barriers in the year of grace 1891. Hardly.

ALICE MEMORIAL HOSPITAL.

Statistics for April, 1891.

In-Patients remaining in Hospital on 1st April	66
In-Patients admitted to Hospital during April	60
Total number treated as In-Patients	126
Of these there were:	
Discharged cured	35
Discharged relieved	22
Discharged on other grounds	4
Died in Hospital	1
In-Patients remaining in Hospital on 1st May	64
Out-Patients, new cases	608
Out-Patients, return visits	491
Total number of Out-Patients visits	1099
Operations	19
Vaccinations	9
Dental cases	10
Casualty cases	6

JOHN C. THOMPSON, M.A., Superintendent.

FROM an edict in the *Peking Gazette* we observe that Li Shun-chang, who was degraded while acting as Chinese Minister to Japan, has been re-installed in his former rank as Taotai.

THE *Foochow Echo* says that heavy rain has caused interruption to the picking of the new tea. The leaf is said to be nice and succulent and to show every prospect of a fine first crop.

AND this is famous. Says an American paper:—"Siam which is well known on account of its justly renowned Siamese Twins, will build its first railroad this year." Our contemporary is probably not aware that Siam is also renowned for its "white elephants."

DURING a religious festival at Laos, in the North Laos province of the Philippines, on the 15th ult., a fire broke out in a temporary theatre in which were some eight hundred natives. Nearly fifty of them—mostly children—were either crushed, suffocated, or burnt to death.

AT the Harbour Master's Office on the 1st inst., before Comd. W. C. Hastings, R.N., Acting Marine Magistrate, the master of the steam launch *Wing Po* was charged with carrying 28 passengers in excess of his license on the 28th ult. Sergeant Niven proved the case, and the defendant was fined \$56—two shillings per passenger in excess, and was fined \$7—two shillings per passenger for the rubber. Chan Po, master of the *Po Hing* steam launch, was fined \$30 for a similar offence. The latter defendant, who was carrying 30 persons in his unlicensed launch, alleged that the passengers were his master's family who were going to Chek Wan to worship at the temples. The Chinese launches have lately done very good business, running first to Kowloon and now to the Chek Wan festival, and it evidently pays to risk these little affairs, as the fines were forked out at once.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on April 30th. There were present: H. E. the Governor, Sir G. W. de Voeux; Mr. W. M. Deane, C.M.G. (Acting Colonial Secretary); Mr. W. Goodman (Attorney-General); Mr. G. Mitchell-Jones (Colonial Treasurer); Mr. I. H. Stewart-Lockhart (Registrar-General); Mr. S. Brown (Surveyor-General); Messrs. P. Ryrie, T. H. Whitehead, Ho Kai, and J. J. Kewick, (unofficial members), and Mr. A. M. Thomson, Clerk of Councils.

MINUTES.

The minutes of the last meeting were read and confirmed.

THE REPLY TO MR. WHITEHEAD.

His Excellency—I had prepared for this Council a speech on the condition and prospects of the colony, but as the very urgent representations of my medical adviser reluctantly compelled me to the belief that I was not in a position to bear the strain of delivering it I sent it yesterday to the Press, and a copy of it is laid on the table.

REPORTS, &c.

THE Acting Colonial Secretary laid on the table a report on the operations of the Public Works for 1890; a despatch from the Secretary of State with reference to the Military Contribution in reply to the Memorial on behalf of the Council sent in December last; the Harbour Master's report for 1890; the returns of superior and subordinate Courts for 1890; and the returns of births and deaths in the Colony for the same year.

MIGHT HAVE BEEN DISRESPECTFUL.

Mr. Ryrie, pursuant to notice, asked his Excellency "If when he asked me the meeting of Council on 25th March last if the protest I then laid on the table, was a respectful protest, he meant to imply that I was likely to present, or the unofficial members to concur in, a protest that was not perfectly respectful?"

His Excellency—One of the rules of this Council is that any protest must be couched in respectful terms. It is therefore impossible for me to accept it until I know that it is in respectful terms, not that I mean to imply, by any means that it was likely to be in any but respectful terms, but I think I had every reason to believe from the hon. member's demeanour at the time that he did not think so either.

THE MILITARY CONTRIBUTION.

Mr. Ryrie—My next question is—Will the honourable the Colonial Treasurer state if the arrears of the Military Contribution for the year 1890, payment of which was authorized by this Council on the 19th March last, has been paid, and if paid, on what date, or dates, if, or any portion of it, was paid, and if so upon what authority?

His Excellency—I will answer the question myself. The equivalent to £20,000 was paid on my warrant into the military chest. On the 24th February a telegram was received from the Secretary of State requesting immediate payment of the money; he had then had before him the reasons against the vote of this money that were urged the passing of the Estimates for 1891 on 1st telegram, therefore evidently conveyed the deliberate decision of her Majesty's Government after long deliberation. I have to say, however, that after giving the matter my best attention by the light thrown on it by the Secretary of State's despatches and elsewhere, and after arriving at the conviction—which every day tends to strengthen—that the payment was a right one, however unfortunate the circumstances under which the demand was made, it would, under ordinary circumstances, have been my duty to at once summon a meeting of Council for the purpose of passing it, but for some reason I have not been able to do so. I am in a condition to hold a meeting of Council at all, and feeling that I ought not to leave to others the task which I ordered its immediate payment. I did so entirely on my own responsibility.

A CATECHISM.

Mr. Whitehead, pursuant to notice, put the following questions—

- Will the Government lay on the table a report on the present state of the Tytan Reservoir and state—
- (a) the quantity of water in the Reservoir on 1st August last;
- (b) the quantity delivered daily through the tunnel;
- (c) the estimated flow into the Reservoir between 1st August last and now;
- (d) the quantity now left in the Reservoir;
- (e) the cause of the difference, if any, between the quantity passed out of the Reservoir as shown by its contents then and now, including estimated flow into it, and the quantity delivered through the tunnel;
- (f) Is there a leak in the Tytan Reservoir dam, if so what is the nature of the leak, and if there is a leak, what is the estimated cost of making the Reservoir watertight?
- Presuming that the Reservoir was full what is the estimated quantity of water which would be lost per diem by the leakage if there be any.
- Will the Government lay on the table a complete statement of the cost to date of the Tytan Reservoir and works connected therewith including the Service Reservoir, also a statement of the cost of the works to date

for the distribution of the Tytan Water, and the estimated further sum required to complete the distribution works.

Will the Government state the original estimated cost of the Tytan Reservoir and Works connected therewith including the Service Reservoir; and the original estimated cost of the works for the distribution of the Tytan Water.

Does the Government Notification No. 130 of 28th March last, refer to Covenants in Leases granted before the year 1885 or to breaches of agreements for Leases issued subsequent to that date.

Will the Honourable the Colonial Treasurer lay on the table a statement of—

- (1) The particulars of the Expenditure under the head of Miscellaneous Services in the Statement of Receipts and Payments for 1890.
- (2) The assessed taxes refunded for void or empty houses in the years 1888, 1889, and 1890; and
- (3) The assessed taxes for first quarter of 1889, of 1890, and of 1891, and the taxes refunded for void or empty houses in each of these quarters.

Will the Honourable the Colonial Treasurer give the Council some information regarding the various items aggregating Millions of Dollars under the head of Receipts and Payments in the Statement dated 5th inst. laid before the Council on 10th idem; and further—

An explanation as to the decrease in Expenditure against the name of the Post Master General as appears in said Statement under the heads of Establishments and Services exclusive of Establishments.

If the full Military Contribution of £40,000 for 1890 had been paid on or before 31st December last would there not have been a deficiency in revenue compared with actual Expenditure in 1890, and if so how much would have been the deficiency.

Will the Government lay upon the table the papers and correspondence relating to the closing of the thoroughfare leading from Arsenal Street Eastward at any the Praya, now blasted to carriage traffic since November last to the great inconvenience of the public, and state when there is any probability of the road being again opened to traffic.

Has the attention of the Government been called to the leading article in the *Daily Press* of the 17th March and *China Mail* of the 20th ult. referring to the unsatisfactory state of the Queen's Road Central, and will the Honourable the Surveyor General state what steps are being taken to put it in proper order.

Have the Government issued any instructions recently for the more stringent enforcement of the Opium Ordinance 1887 and for the more frequent examination of Opium Godowns.

If such instructions have been issued has it been done on the application of a complaint of the Chinese Government or of the Officers of that Government.

With reference to His Excellency The Governor's statement in Council on 18th December, 1889, viz: "I was given to understand last year that, in consideration of our having undertaken the work of the Gap Rock Light, the Imperial Chinese Maritime Customs would undertake the Lighthouse on Waglan," will the Government state whether the Chinese Government have commenced the erection of the very necessary Lighthouse on Waglan, and if not when operations are likely to be commenced.

THE Acting Colonial Secretary in reply to these questions calling for reports laid them on the table. With regard to the question as to closing the thoroughfare at Arsenal Street, he continued, I am directed to state that the road will probably be open in about a month, but his Excellency is not in a position to lay on the table further details, as it is possible that legal proceedings may eventually arise. The delay has arisen from the necessity of communicating with the execution of a deceased person, who resided in England. In answer to question 4 it has been decided, with Sir John Cooke's approval, to substitute concrete block for granite footings, the object being to add to the stability of the work and accelerate its completion. In answer to the next question, there is no reason to believe that the estimate will be exceeded. With respect to the inquiry as to the Tytan dam, his Excellency is informed that there is a slight percolation of the water through the dam, but not more than might be expected from a dam of this height. It is decreasing yearly through the deposits left by the water, and will probably be stopped in a short time without involving any expenditure of money. As regards the quantity of water lost by leakage his Excellency is informed that none is lost, being conveyed by the outside channels directly to the tunnel. With respect to the enquiry as to the cost of the Tytan reservoir, &c., his Excellency is informed that the estimated cost of the reservoir and works not including mains, was \$600,000, and the original estimate cost of the works for distribution \$200,000. With regard to the question concerning the Notice issued as to defaulting purchasers, of Crown lands, I am instructed by his Excellency to state that the Notification refers to people buying land and not fulfilling the terms of their leases. Each case will be dealt with on its merits, irrespective of the time of purchase. With regard to question 2 the answer is a very long one, and I think it is better to lay it on the table—it is a mass of figures.

His Excellency—I think it will serve the whole purpose if it is laid on the table and printed, unless there is any objection.

Mr. Whitehead—None.

THE Acting Colonial Secretary—With reference to the question as to the Military Contribution I have to inform the hon. member that the full contribution of £40,000 for 1890 had been paid before the 31st December there would have been a deficiency in revenue as compared with actual Expenditure in 1890, but the actual expenditure in 1890 including the cost of the extraordinary public works that would have been set off against accumulative advances on premium land sales. Putting this on one side there would have been no deficiency in revenue. As to the inquiry respecting the state of the roads, the Surveyor-General states that he has inspected Queen's Road Central, and found it in good condition considering the operations of the *Waters and Drains* department. As soon as the survey and water mains are completed the road will be repaired. If any member will kindly point out any spot to the defect of which reference has been made the Surveyor-General will do his best to have them remedied. With reference to the question as to the Opium Ordinance the Superintendent of the Imports and Exports was instructed last year that it was part of his duty under that Ordinance to make surprise visits to opium stores. The reply to the rest of the questions is in the negative. As regards the enquiry as to Waglan Light I have to state that in September last the Acting Colonial Secretary was directed to write to the Commissioner of the Chinese Imperial Maritime Customs, and on the 2nd October received a reply stating that by order of the Inspector-General the Engineer-in-Chief had visited Waglan with a view to preparing plans and specifications for the erection of a lighthouse.

THE SUNDAY LABOUR QUESTION SETTLED.

THE Attorney-General—I have to ask leave to introduce a Bill entitled "An Ordinance to restrict the loading and unloading of cargo on Sunday in certain waters of the colony." In his first reading, I am sorry that owing to the pressure of other business I have not had the advantage of having this measure gone through Executive Council, and by his Excellency, and it is possible that there will be some modifications necessary. However it will be published in the *Gazette*, as usual, after its first reading, which I move.

The Acting Colonial Secretary seconded.

His Excellency—I may say, without going very much into the subject, that the ventilation which this subject has received during the last two years has led me to the conclusion that a measure restricting the loading and unloading of cargo on Sunday will have no appreciable effect on the trade of the port. Consequently I have decided, before I leave, to remedy the injustice to a deserving class of men. I trust that I shall be able to go through the draft so that it can be published in the *Gazette* on Saturday.

THE GAMBLING BILL.

The Council went into Committee on this Bill. His Excellency—I wish to make quite clear my position in this matter. You are all aware that my faith in any Ordinance of this kind is not great; but not only the Secretary of State, but I believe a very considerable majority—a very large portion of public feeling in the Colony is in favour of such an Ordinance. I am at least certain that it will be a measure which will have the only law of licensing gambling houses, which I believe to be really the best way of restricting gambling, and the only law that I can conceive that has the least prospect of doing any good. It is a stringent law, but stringency is required to prevent it becoming a mere sham. While passing a law of this kind for the restriction of gambling among Chinese it would in my opinion be in the highest degree unjust if we were to permit such proceedings as totalisators at races. That in my opinion is all the objections to the licensing of gambling houses would have in restricting a very large amount of gambling to a narrow space and certain hours. But the totalisator is, I consider, very much more injurious than ordinary betting. Ordinary betting of course cannot be suppressed, it is an impossibility, but the totalisator is infinitely worse than betting, on account of its extreme ease. In the case of betting people often have a difficult cause they cannot get people to bet with them, they cannot get money when they do, sometimes they do not get paid. The totalisator, however, on account of its extreme ease, if any gambling is to be stopped, is decidedly worse, or at least decidedly as bad, as any other form of gambling. I have known from personal experience that it caused people to gamble on it who would not think of it otherwise. And I think it would be gross injustice to have to lay this Council open to the charge of very gross partiality, to stop Chinese gambling and not to stop that; consequently I have specially included a clause so that when people advocate putting down gambling they may know what it means themselves.

The Bill was then considered in Committee. Subsection 4, which defined as a common gaming house "any place in which excessive stakes are ordinarily played for," was expanded by his Excellency, who said it would be impossible to include such a wide definition.

Some discussion ensued on the manner of introducing amendments.

The Attorney-General said the word "excessive" was introduced in consequence of a judgment of Mr. Justice Field which dealt with the very point—he said that Sir Charles Russell, in arguing a case before him, said that nobody could tell what "excessive" was. The judgment (read) left it to the judge to decide: what was a large sum to one man might be very small to another. The Attorney-General thought it was a matter of judgment, and might be decided here similarly by the magistrate, and if the parties were not satisfied it could then go before the Supreme Court, and so they could ascertain what "excessive" gaming was. That would no doubt be a matter of some difficulty to decide, but he thought it only right to say it was not introduced without some consideration.

His Excellency—I am sure no member thought that it was introduced without consideration, but on the other hand I am of opinion that while the whole Ordinance is carefully drafted, in some respects I see objections. One is to the excessive restriction of freedom. As far as I can read the law, anybody in a private house who chooses to play cards or to gamble, will be subject to a visit from the police. I confess that I cannot without a certain sympathy with the celebrated platitudes which he preferred an England free to an England sober. I am not without an analogous feeling with regard to gambling. But though restrictions are necessary to a certain extent I think that including private houses is pushing the matter too far, not to mention the extraordinary difficulties it would put upon the magistrates and judges to say what "excessive" is. Probably the result would be extremely different views on the subject, and an incorrect reading of the law is likely to be introduced.

After some further unimportant discussion the Bill passed through Committee. On the Council resuming.

Mr. Ryrie said—Some time ago I put a question about the Merchant Shipping Ordinance. It was said at the time that the Ordinance would be amended shortly. Something like a year has now elapsed, and nothing has yet been done. I am sorry to say that the new Merchant Shipping Ordinance will be introduced.

This concluded the business before the Council, which adjourned *sine die*.

OUR SHIPPING STATISTICS.

The Harbour Master's report for 1890 was presented to the Legislative Council at the meeting on the 30th ult. In it he states—

The Shipping Returns show a marked advancement in the trade of the Colony, the total tonnage of Arrivals and Sallings amounting to 134 million tons, the highest figures yet reached, and over a million more than in the previous year. There were 15,131 arrivals, with a tonnage of 6,824,588 tons, and 31,855 departures of 6,824,705 tons, making a grand total of 6,997 vessels, and 13,976,293 tons.

The following statement shows how this amount of shipping is apportioned—

	1890.	1891.
Ships.	15,131	15,131
Tonnage.	6,824,588	6,824,588
Ships.	31,855	31,855
Tonnage.	6,824,705	6,824,705
Total.	6,997	6,997
Tonnage.	13,976,293	13,976,293

Compared with 1889, there has been an increase of British tonnage amounting to 404,050 tons; and an increase of foreign tonnage of 355,701 tons. A comparison also with the average of the last three years shows an increase in 1890 of 136 British ships representing 377,499 tons, and of vessels under foreign flags an increase of 307 ships and 224,842 tons.

The general trade as represented by the amount of shipping from and to the various countries does not show on the whole much alteration though there is a general increase in British bottoms, except marked with regard to Ceylon, China, Japan, the Philippines, and Siam. In the case of foreign vessels, the increase is

still greater with Ceylon-China and Siam. There is also a considerable revival of the junk trade. With Great Britain and the Continent of Europe, the amount of trade does not differ materially from 1889, being indeed nearly stationary. There is a slight increase in arrivals under the British flag and a decrease under foreign flags.

As shown in the foregoing tables, the junk trade for 1890 amounted to 3,904,552 tons being an increase over the previous year of 1,958 junks and 203,851 tons. The trade with Macao shows a falling off from 1889, but with the exception that the foreign junk trade has increased. The chief increase in junks, however, is in the local trade (by which it is to be understood the trade between places within the waters of the colony) in which Returns show that it amounts to 850 vessels and 49,103 tons. Compared also with the average of the past three years, the junk trade of 1890 still shows an increase of 11,758 tons (in the foreign trade) and 44,045 tons in the local trade.

The subject of the interference of Chinese revenue cruisers with the junk trade of the colony was brought somewhat prominently forward during the past year, and more than one report was made from the out-stations of visits paid by these cruisers or their boats to the junk anchorages on the south side of the Island; also of junks having been stopped and boarded. In one case from the evidence of the junk people and the officer-in-charge of the station, it would seem that the interference took place in Stanley Bay, but in others, the exact positions of the vessels being taken to the conflicting evidence of the interested parties, the question whether or outside of British Waters was not provable. During the greater part of the year a Chinese cruiser has been anchored off Lamma Island.

In September two armed junks were found anchored in a small bay on the south side, just out of sight of Aberdeen; they stated that they were on the look-out for smugglers. Acting under my orders—the officer-in-charge—Mr. Aberton visited them and I had them towed round to Victoria where, after taking from them certain flags and other articles in the name for purpose of future identification, they were released and the matter reported.

I should be glad to see a regular and systematic patrol of the south coast by armed Government vessels established.

398 steamers, 125 sailing vessels and 28,018 junks arrived during the year, giving an average of 88 vessels daily arriving in the Waters of the colony. Of the steamers 68 per cent. were British, and of the sailing vessels 54 per cent. were British, and of the junks 94 per cent. were British, of the Foreigners, 9 per cent. were river craft.

On the 31st December there were 110 steam launches in the Harbour, of these 47 were licensed for the conveyance of passengers, 51 were privately owned, 10 were the property of the Colonial Government. There were in addition 1 launches the property of the War Department.

There has been a further falling off in the number of Chinese leaving the Colony for ports other than those in China and Japan.

	1885.	1887.	1888.	1889.	1890.
64,522	81,897	96,195	47,849	42,066	

Chinese Exclusion Acts in America, Australia and the Sandwich Islands, reduced wages and inability to procure employment in the Straits Settlements, and probably the want of confidence alluded to in my last report, are the principal causes of the falling off.

Direct emigration to Dell is now established and as well understood as to any other port, and there has been no repetition of the outbreaks which occurred on board these vessels in 1889.

10,350 seamen were shipped and 11,022 discharged at the Shipping Office and on board ships during the year; the discrepancy is owing to the number of seamen shipped at the various Consulates, of which we have no record.

314 distressed seamen were received during the year. Of these 73 were sent to the United Kingdom, 37 elsewhere, and 102 obtained employment. On the 31st December, 1890, 10 were in the Government Civil Hospital and 2 in the Lunatic Asylum. \$4,800 were expended by the Board of Trade in the relief of these men, and \$4,600 by this Colony. The Colony also paid \$32,454 for the relief at Honolulu of the shipwrecked crew of the barque *Wanderer*.

During the past year the colony has lost the valuable services of Mr. Brewster, Marine Surveyor, and Mr. Wagner, Assistant Marine Surveyor, and Mr. Brewster went home in very bad health in August, 1889, and died in England in December, 1890; and a few months later Mr. Wagner, who had been performing the duties of Marine Surveyor, died in Hongkong. Previous to the arrival from England of the Officers there appointed to fill the vacancies, the duties were performed first by Mr. Andrew Johnston, and then by Mr. John W. Kewick, who was appointed in September the Officers appointed from England arrived: Mr. George Peebles and Mr. Robert Dixon.

The three Lighthouse stations have been maintained as usual during the year. The light-ship on Kellott's Bank was removed on 1st June, the result of an examination of the bank showing that no silt had taken place over the stone-laden junks sunk as an experiment, and that the junks had broken up and disappeared in the soft deposit at the bottom.

The suggested operations at the Bokhara Rock proving too costly were abandoned, and the danger is still marked with a buoy. It was found necessary during the year to renew the moorings, accordingly two anchors and 60 fathoms of chain were purchased, and the moorings refit at a total cost of \$945.87.

The Return shows that during the year the amount of opium reported was as follows—

	1890.	1891.
Imported.	62,463	55,470 chests
Exported.	58,013	12,140 chests
Through cargo reported but not landed.	10,004	
Total.	130,470	67,610 chests

Permits were issued from this office during an increase of 1,117 over last year, this is chiefly attributable to "removers" being now required to state the hour of removal, so that two chests are to be removed at different hours. Two Permits are now required.

A daily Memo. of Export Permits was during the year sent to the Kowloon Customs Office. By this means we are able to verify that every chest for which an Export Permit is issued has really been exported.

I have the honour to be, Sir, Your most obedient servant,

R. MURRAY RUMNEY, Esq., R.N., Harbour Master, &c.

THE MILITARY CONTRIBUTION.

At the meeting of the Legislative Council on the 30th ult. the Acting Colonial Secretary laid on the table the following despatch respecting the Military Contribution—

Downing Street, 7th March, 1891.

Sir—With reference to my Despatch No. 43 of the 15th instant, I have the honour to inform you that I have given careful consideration to the views of the Unofficial Members of the Legislative Council, regarding the increased Military Contribution as expressed in the memorandum which formed the 4th despatch to the Hon. the Secretary of State, dated 20th December last, in the effect that the contribution should not be increased until the garrison has been brought up to its full strength.

not be increased until the garrison has been brought up to its full strength.

In reply to this memorandum I have to point out that if the Colonial contribution covered the whole cost of the garrison, there would, in my opinion, be no ground for claiming a rebate for deficient numbers, which is generally granted under such circumstances, but as the contribution bears only a small proportion to the total cost not only of the garrison ultimately to be provided, but of that which is actually present in the Colony, no such claim arises in this case.

I am unable to admit the allegation that the demand for the increased contribution was based solely on the assumed future increase of the garrison; for in paragraph 15 of my Despatch No. 8 of 20th January, 1890, I laid down the general principle that the Colonies, so far as their means allow, should provide the whole cost of their land defence.

It must also not be forgotten that the strength and the cost of the garrison have considerably risen since the contribution of £20,000 a year was fixed in 1863, with the intention of increasing it at the end of five years, an intention which was never carried out. In that year the garrison consisted of 1,000 of all ranks, and its cost was £100,000, whereas the garrison now present in Hongkong, according to the latest returns, is 1,700 of all ranks, and the cost is about one hundred and eighty thousand pounds (£180,000).

The estimated revenue of the Colony for 1891 is £7,000,000, or more than three times the revenue of 1863. In my Despatch of 20th January, 1890, the charge of £40,000 was estimated to be 17 per cent. of the revenue of 1888, but owing to the subsequent growth of the revenue and the appreciation in the value of silver, the charge now only represents about 11 per cent. of the revenue as against 16 per cent. when the contribution of 1863 was fixed.

Under these circumstances Her Majesty's Government do not consider that any grounds exist for delaying the payment of the full contribution of £40,000.

I take this opportunity

I have examined carefully in and conformity with the books. While adding gentlemen that the Board of Directors decline as they did last year to take advantage of the chance of the articles of association, granting them an allowance of £5,000, I beg to propose to you to adopt the report and to approve of the accounts.

The Chairman then stated that there was a very long report from Mr. Durand, technical manager, which could be read, unless the meeting considered it sufficient to send it to the newspapers.

On the motion of Mr. Keswick seconded by Mr. Mody it was decided to send it to the papers.

The Chairman—There is nothing much to add to what has already been said. The works are progressing favourably, and of course perhaps they have not gone on so quickly as you might have expected and wished, but we have had to face very great difficulties in opening up our work, as it always has been in a new country. It is my duty from time to time to go to the spot and investigate what has been done, and I shall be very pleased to reply to any questions put to the chair. If you would like to look at the plans of the mines, they will be in the office for inspection.

There being no question the Chairman moved the adoption of the report and accounts.

Mr. Keswick seconded the motion, which was carried.

The Chairman announced that in accordance with clause 17 of the Articles of Association two of the directors retired. The lot fell to Mr. Chester and Mr. Keswick who on the motion of Mr. J. S. Moses seconded by Mr. Rose were re-elected.

Under Article 30 the auditor, Mr. Champlin, retired and on the motion of Mr. Hooper seconded by Mr. Eichel was re-elected.

Mr. Creighton moved a vote of thanks to the Chairman, which was carried by acclamation.

The Chairman acknowledged the honour, saying that he was very thankful the shareholders approved of his conduct. All he could say was that he had done his utmost to deserve it, and should continue working to the best of his ability in order to ensure the welfare of the Company.

The report of M. Durand, which is too long for publication in *extenso*, is to the following effect:—

The exploitation of the Company's property has shown such valuable resources that the preliminary work, including the plan, etc., had to be on a larger scale than at first intended. This accounts for the delay in achieving practical results. During this year coal will be extracted from the Nagatona mine, and early next year the great wharf and station will be finished. Production will then develop freely. At the Nagatona mine the upper seams are inferior in quality, but the lower promise well, as to quantity and quality. The Nagatona mine gives a total thickness of about 30 meters of coal, and a length of 2,000 meters has been placed in the last seven months, and 2,000 in all. The total available tonnage is estimated at 40 millions. At the Campha, Marguerite, and Hanton mines less has been done, but prospects are good. The report also gives long detailed accounts of the progress and future of the work, at the mines, railway and the depot at Hongay.

A DEBTOR'S EXPERIENCES IN VICTORIA GAOL.

(BY A VICTIM.)

Let me supplement your series of interesting articles on prison life in Victoria Gaol by giving you a short account of how those poor devils, whose only crime consists of being unable to pay their bills, manage to rub along. The proceeds to an arrest for debt is a very simple formality indeed; the debtor is accosted in the street by a bailiff, whose first move is to ask "Can you settle this little account?" "No," is generally the sad reply. "Well," retorts the bailiff, laying his hand on the debtor's shoulder, "come along with me." If any explanation is attempted a rough push adds force to the order to "come along." To a man whose sole experience of a prison consists of having seen walls from the outside, and who is now for the first time being ignominiously arrested in a public thoroughfare, this is a severe blow. In a few minutes he is within the precincts of H. M. Gaol and is led before the Punjabi scribe. At this point the warrant of his arrest is handed him, and a copy of an affidavit is shown him to the effect that Messrs. Short & Co. have sworn that he has refused to pay his bill and that he is about to leave the Colony. In vain he protests against this affirmation, but the bailiff turns a deaf ear to all that is said, saying that this is not his business, and can only be explained to his lordship. "What he wants," he says, "is the money, or security from some one for the debtor's appearance before the Chief Justice on such-and-such a day. If not," he continues, addressing the Punjabi scribe already referred to, "will you take charge of this prisoner, and after a final summons to his prisoner to try to get some friend to pay or stand security, he departs, fully conscious of having committed a crime, and that he is now in a pawnshop where anything else being surrounded by bundles of clothing, labelled and classed, the unfortunate debtor is searched. He is not allowed to have anything whatever on him with the exception of matches and tobacco. If he does not want inquisitive eyes to read the letter from the girl he left behind him or from his parents or friends at home, he must destroy them, as he cannot be allowed to have them in his possession whilst in prison. He is here "entered" into a register kept for the purpose. His name follows in rotatory list in those columns reserved for murder, robbery, etc.—the register knows no distinction between prisoners, with the exception that under the column registering the sentence of the delinquent (to the word "debtor" is written. He is then told to go "straight ahead and turn to the left" which he finds brings him to a landing at the end of which is an iron door or grating. This is opened to allow him to pass, accompanied by a cry of "One European" from the warder. He has then to go down a flight of steps, but the view from the top of the landing, if he has ever been to Paris, strikes him forcibly as resembling the bear pit in the Jardin des Plantes, in miniature. At the bottom of the steps, he perceives a small hexagonal tower, which the placed hang near the doors announces as being "C. S. O. Debtors' Ward."

Europeans.....1
Indians.....1
Chinese.....1

Whilst he is thus examining the surroundings a voice from the top of the bear pit utters a word. "Inside that door," he says, "you will find these instructions and find himself within the tower. It is a small hexagonal room, and from a rough guess not more than 20 feet in circumference. This is the ground floor, and is reserved for Chinese or Indian prisoners. I was afterwards informed that all the beds were occupied—four in number. The furniture consisted of a rough wooden stool and table—nothing else with the exception of the beds. The same furniture adorned the room above. Here the European debtor has his quarters. He can choose his own bed if any are unoccupied, after being asked by a fellow prisoner to "make himself at home." This room is much lighter than the one below, possessing a large window giving a fairly good, but limited, view of the harbour.

It has iron bars, which are covered by a strong wire-netting. This netting appears to not have always existed, but for reasons we shall give further on it was found necessary. Whilst the new arrival is contemplating the scenery and thinking of the callousness of this world, he may be amused from his reverie by a sound resembling "ho!" and which is followed by a general rush downstairs; where he has to place himself in a position so as to be seen through the window by the night turnkey. As he approaches the tower and is examining those inside, the warder sings out "2, 1, 4," which means that there should appear at the window, two Europeans, one Indian and four Chinese, and the placard at the door was altered accordingly. After a careful scrutiny of those behind the window the turnkey passes on, leaving the prisoners to their own devices until the following morning.

There is no fixed rule for the hour of getting up, but each prisoner must come down to receive his own breakfast, or what he must try to fancy is such, from the warder, so that he must get up before 7.30. He is supposed to make his own bed, and help in cleaning the room, but if he is the possessor of a clear or cigarette which he is willing to share with his Chinese companions, he need never move a hand, or disturb himself by doing any of this work.

At 8 or 9 a warder comes in to see whether the beds are properly made and the floor cleaned, after which the prisoners are left in peace until dinner-time, only then to be disturbed to get their dinner. This finished, they may almost do just as they please, considering they are in prison. At 4.30 tea (or a repetition of breakfast) is served, and at 5 the door of the tower is closed. As I have before mentioned, prisoners here may do pretty well as they like. They have no task to perform, and are not under immediate supervision of a warder.

Every prisoner has right to one book, a well-to-do man may smoke as much as he pleases, and if he has the wherewithal to obtain the necessities, when tired of reading he may indulge in a game of draughts, or if he is a European of a practical turn of mind, he may profit by his incarceration by learning Chinese, providing that he can "chum up" with a sufficiently well-educated Chinese fellow-sufferer. Nearly all the Chinese prisoners are merchants, in bankruptcy, and are undergoing a term of imprisonment varying from three to six months—the latter being the maximum length of time a debtor can be detained, except for a debt exceeding \$500. The monetary soon becomes unbearable, and if the unfortunate can scrape together the sum necessary to obtain his freedom, or if he can manage to move the heart of some kind friend, he does so with all possible despatch. There are some detained who cannot possibly assist themselves or obtain the aid of friends, and they must, therefore, patiently await until their term expires. This was one man during my incarceration who had been sentenced to three months imprisonment for a debt of \$17, a fact which, I think, requires no comment. He was the victim of his creditor's vengeance; that worthy, not contented with losing the \$17, actually spent another \$12 in costs and for the maintenance of his debtor, who, of course, is not fed by the Government. If a man is sent to gaol for debt, the prosecuting party must maintain him during his stay in the strong house topside, and should the prosecutor bring the \$7.50 a minute after 9.30 a.m. on the first of each month, it will not be received, and the prisoner is ordered to "get forthwith." A slight legal help is afforded to prisoners in the shape of the cardboard forms which adorn the room walls, by a perusal of which they learn that they can regain their liberty by sending in a copy to "his lordship." These forms are simply declarations setting forth that pursuant to Act so-and-so, they may obtain their release by filing an affidavit to the effect that they have no property, either in their own or in the joint possession of others, nor have they any in expectancy, and on another form their personal belongings are enumerated. If the creditor cannot prove the contrary within a certain time stipulated by the judge, the prisoners are released. This happens in ninety-nine cases out of a hundred, and the debtor is thus released from any further fear of trouble by his creditor. As I have stated, a debtor in gaol has no fixed task to perform, but he is made to exercise in a cruel manner, only worthy of the tortures of the Inquisition. This exercise has to be done daily at 11.30 a.m. when "dinner" (17) is served, and the mode of indulging his taste in making him massage a cast-off rubber sole of a lawn tennis shoe, heated, and served up in a round tin basin, at the bottom of which is to be found melted carterage, the very smell of which would cause the hungriest mongrel to place his tail between his legs and fly. In gaol practice this rubber sole is called "beefsteak." Besides this delicacy he also has a dirty semi-circular tin of something which is described as stew or soup. From a rough guess, this "soup" is composed of a few pieces of stale, thrown into a bowl of barley boiled in water. For the benefit of those not initiated into the mysteries of prison life, it may be useful to add that in that establishment what an ordinary person would call "volcano" is there called "mutton." These two messes generally make a strong hearty man feel tired, and after wrestling an hour with his "soup" and "beefsteak" he is glad to lie down, happy if all his teeth have not come to grief during the struggle. Sometimes this torture is repeated by a seasonal tin of a description of cement, which he is called upon to "put down to work," he must have digestive organs possessing about the same amount of force as a quartz crushing machine. On Sundays, a person not brought up amongst the lowest class of Chinese must remain dinnerless, for it cannot be expected that any Christian can stomach the mess placed before him, which is called "curry and fish." This dish is a mixture of ancient and malarious fish and a brownish looking decoction resembling paint. Perhaps this particular dish was an exception, but it was simply too awful to contemplate, and from what I gathered from one who had had previous experience, on every Sunday it is the same thing. Of breakfast and tea there is little to say, with the exception that the "bread" is half baked dough, and tea—well, that baffles description, but it may be safely termed a harmless mixture of boiled leaves (any kind) and twigs. This is served in a dirty thinning holding about a pint, and a teaspoonful of sugar accompanies it. These messes cost the prosecuting party 25 cents per diem. The Chinese prisoners in this ward only have two meals a day. At 7.30 they have a tin of rice and a mess of fish and meat. They never uttered a word of complaint, but the look on their faces expressed their indignation. A repetition of the morning meal is served them at 4.30 p.m. I am not acquainted with the Chinese hours of feeding, but certainly 9 hours seems to be a long stretch between meals, and for these debtors the same amount of maintenance money is paid as for those of the Europeans.

All prisoners detained for debt are allowed to walk about their pits between 7.30 a.m. and 2 p.m. so that it is really they are not always in captivity. The lock-gates to the prison are opened every Saturday from an optimistic point of view. Every Saturday they must be inspected by the gaol doctor. For this purpose they are marched in Indian file into a general yard, and the honest-but-poor man whose only crime is that he has been unfortunate, has to rub shoulders with felons and perhaps murderers of the vilest description; for the gaol is no respecter of persons, and it is always best for the delinquent to put his pride in his pocket, and, as our American cousins say, "keep a stiff upper lip." Here there seem to exist certain unwritten laws about talking, keeping the place clean, etc., which, if neglected, cause the offender to be brought before the Superintendent, who has the authority to order his being placed on bread and water diet for a term of days, and if a very great breach of discipline has been made he may order his doing "shot drill" or even, if the offender be other than a European, so many days at the "crank."

No letter can be received or written without the Superintendent or Chaplain having read it previous to forwarding. The note paper has a whole lot of rules and regulations printed on one side, and must form part of the letter, so that those ashamed at having to use such paper refrain from corresponding. To debtors no limit is placed as to the number of letters they may receive, but when they are handed the solitary sheet of paper and envelope they are warned that no more will be furnished until the ensuing week; even to obtain this single sheet they must first of all ask permission to see the Superintendent, and after waiting until that autocrat has dispatched the prisoners brought before him for various offences against prison regulations, a very humble air must be affected to crave his authority for this favour.

The window of the European room (or what should be, only it is always occupied by Chinese) overlooks the Police Court, and some time back it was the practice of the friends of certain of the detained debtors to supply them through this, by means of a cord, with many little dainties which the prison authorities would not allow to pass in the proper way; but like many other things this was winked at until, so the story runs, one evening the Superintendent was sitting outside verandah above, and heard strange sounds of revelry proceeding from below, and it was found on investigation that the whole of the European prisoners in the debtors' ward were in extremely high spirits and very happy, and the room smelt more like the tap-room of a "pub" than a prison cell. On a search being made, two whisky bottles were found, one empty and the other half full of the exhilarating liquor. The bottles had been pressed up from below through the window by means of a piece of string. These were the last, however, that came in this way, for the wire netting referred to was immediately placed over the bars, and thus all further smuggling was prevented in that particular direction.

As was once remarked in Court by Chief Justice Sir James Russell, the debtors' prison is greatly abused by unrelenting creditors. A true remark was never made, and the sooner the Hongkong "Fleet" is abolished the better for the good name of the colony.

name, has to rub shoulders with felons and perhaps murderers of the vilest description; for the gaol is no respecter of persons, and it is always best for the delinquent to put his pride in his pocket, and, as our American cousins say, "keep a stiff upper lip." Here there seem to exist certain unwritten laws about talking, keeping the place clean, etc., which, if neglected, cause the offender to be brought before the Superintendent, who has the authority to order his being placed on bread and water diet for a term of days, and if a very great breach of discipline has been made he may order his doing "shot drill" or even, if the offender be other than a European, so many days at the "crank."

No letter can be received or written without the Superintendent or Chaplain having read it previous to forwarding. The note paper has a whole lot of rules and regulations printed on one side, and must form part of the letter, so that those ashamed at having to use such paper refrain from corresponding. To debtors no limit is placed as to the number of letters they may receive, but when they are handed the solitary sheet of paper and envelope they are warned that no more will be furnished until the ensuing week; even to obtain this single sheet they must first of all ask permission to see the Superintendent, and after waiting until that autocrat has dispatched the prisoners brought before him for various offences against prison regulations, a very humble air must be affected to crave his authority for this favour.

The window of the European room (or what should be, only it is always occupied by Chinese) overlooks the Police Court, and some time back it was the practice of the friends of certain of the detained debtors to supply them through this, by means of a cord, with many little dainties which the prison authorities would not allow to pass in the proper way; but like many other things this was winked at until, so the story runs, one evening the Superintendent was sitting outside verandah above, and heard strange sounds of revelry proceeding from below, and it was found on investigation that the whole of the European prisoners in the debtors' ward were in extremely high spirits and very happy, and the room smelt more like the tap-room of a "pub" than a prison cell. On a search being made, two whisky bottles were found, one empty and the other half full of the exhilarating liquor. The bottles had been pressed up from below through the window by means of a piece of string. These were the last, however, that came in this way, for the wire netting referred to was immediately placed over the bars, and thus all further smuggling was prevented in that particular direction.

As was once remarked in Court by Chief Justice Sir James Russell, the debtors' prison is greatly abused by unrelenting creditors. A true remark was never made, and the sooner the Hongkong "Fleet" is abolished the better for the good name of the colony.

CHINESE WASH-HOUSES IN HONGKONG.

A SCANDALOUS STATE OF AFFAIRS.

When our "Special Inquirer's" *exposé* of the disgusting condition of the Chinese bakeries in this colony was published in these columns last September it was indicated that the distinctly insanitary state of Chinese wash-houses would be dealt with in due course, with a view to throwing some light upon the cause and development of certain troublesome skin diseases amongst the European section of the community. Facts have now been collected and shown, as any one reading will perceive, a state of affairs which should receive the earnest and prompt consideration of the general public, whose health is jeopardised by the utter lack of the ordinary precautions adopted in many or almost all parts of the world in respect to an industry which, if carried on in a decent manner, cannot fail to have an injurious effect on the general health of the community, and at times lead to the rapid spread of deadly epidemics.

An inspection of several of the eighty native wash-houses situated in the crowded central, western and eastern districts of this city of Victoria, as well as of the creeks and nullahs which meet the waters of the harbour at Causeway Bay and in the neighbourhood of the now delinquent Whiff-Lin Station, on the Shau-ki-wan Road, has confirmed all the rumours and the reports of the absolute necessity for the establishment of public laundries under Government supervision.

The establishments of Chinese washermen are to be found in almost all the lanes and by-ways of the city, particularly in the central district. Some of them, where the population is most dense, for instance in Tai-ping-shan, Hollywood Road and Lok Hing Lane, have but one room. Here they collect the dirty clothes (hundreds of pieces at times), sort and book them and tie up in bundles ready for transportation to the wash-houses at Tang Lung Chan, near Causeway Bay, where almost all the actual washing of clothes is done in the colony, carried on. For the establishments in the city are virtually nothing more than receiving and distributing depots, wherein the "pieces" are, as above stated, "booked" prior to being sent out to the wash-tubs and brooks to the eastward. Everything is necessarily jumbled together indiscriminately—ladies' dresses and petticoats, gents' drawers and singlets, fever-stricken patients' blankets and bed-clothing, and Chinese "dresses" and pants, and all sorts of filthy stuff which is found in a single tub of semi-purified slush which is supposed to be (and was doubtless at one time) soap-suds and pure water. But this indiscriminate mixture of clothing is a matter for grave consideration when the fact is ascertained that hundreds of pieces of clothing and bed linen from the hospitals of the colony are distributed broadcast throughout the lanes and by-ways of the colony every week, and the "pieces" are much greater than those who "give out" the washing; imagine, for the slush reason that at times the washermen favoured with the patronage of public hospitals have more than they can get through, and so send on a few hundred pieces to their "chums," who, it may be often done, are also the washermen for public schools and charitable institutions. These children often become stricken with diseases which at once appeal to the distress of their parents and teachers.

Before going into details of the *modus operandi* adopted by the washermen at Tang Lung Chan, Whiff-Lin, and even as far out as Quarry Bay, it may serve a useful purpose if a brief description of the average washerman's city depot is given. Picture to yourself a basement-room, 14 ft. by 8 ft., in one of the crowded lanes of Tai-ping-shan; the walls literally reeking with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now stained with a crust of dark, greasy, and now cold, rind, tobacco ash, saliva and every species of dirt and filth and crushed vermin shaken out of the clothes during the sorting and booking process; common dead tresses for lying, under which two or three plants are laid for the "chums" washermen to sleep on; the floor covered with filth, the result of many years' utter ignorance of the whitewasher's brush; the floor covered with bright red tiles, now

OUR PUBLIC WORKS.

The following report on the operations of the public works for the year 1890 was presented to the Legislative Council on the 30th ult. —

SURVEYOR GENERAL'S OFFICE.

Hongkong, 28th February, 1891.

PRAYA RECLAMATION.

1. There are four separate Reclamations now in progress, viz. —
- (a) Reclamation included in Ordinance 16 of 1889, 9,191 lineal feet
- (b) Reclamation in front of Wharf and Godown Co. 1, Marine Lots Nos. 35 to 105, West Point, 592 " "
- (c) Reclamation in front of Salton's Home, 480 " "
- (d) Reclamation in front of Mr. Chater's Marine Lots Nos. 240 to 246, Kennedy Town, 1,410 " "

Making a continuous length of 10,263 lineal feet.

Total, 11,673 lineal feet.

equal to 2 1/2 miles.

2. Contracts were let in the spring for the formation of the rubble mound which forms the base of the Harbour wall for Section No. 2 and a portion of Section No. 7, and subsequently for Section No. 3. The work contracted for has an aggregate length of 5,001 feet. The work was actually begun in February last, a memorial stone to commemorate the inauguration of the new Praya having been laid by His Royal Highness the Duke of Connaught on 4th April. On 31st December the rubble mounds of Sections Nos. 2 and 7 were well advanced, about 205,000 cubic yards of stone having been deposited.

4. It having been decided to substitute blocks of Portland cement concrete for the granite footing courses of the Praya wall, it became necessary to order the plant required for lifting, transporting and setting these blocks. Accordingly an 8-ton travelling crane, with the necessary rails and other appliances, and a supply of cement, were requisitioned from England through the Crown Agents, and a steam tug of twenty-seven horse power, two block barges, each capable of carrying sixty-five tons, and a floating pontoon 8-ton crane have been contracted for locally with the Hongkong and Whampoa Dock Company. The steam tug and block barges are nearly completed, and it is anticipated that both the floating and land crane will be complete and ready for work in May next. As the blocks will require about 3 months to set prior to being placed in the work, arrangements will shortly be made to commence the fabrication of the concrete blocks, and thus provide a sufficient stock to allow the work to be pushed on rapidly.

5. The progress made with the Reclamation in front of the Wharf and Godown Company's property has not been so great as might reasonably have been expected owing to the delay in putting in the granite footings. Now, however, that these are laid, and the work is above low-water level there is nothing to prevent this reclamation being carried on regularly and it should be completed in about nine months.

6. The same remark applies to the Reclamation in front of the Salton's Home. Much time was lost in putting in the foundation courses but now that these are completed this reclamation which lies to the westward of that belonging to the Wharf and Godown Company should be completed at about the same time.

7. The reclamation in front of Mr. Chater's marine lots Nos. 240 to 246, Kennedy Town, has progressed satisfactorily, and but little remains to be done to this extensive reclamation, which will be completed early in the spring. The total area of land reclaimed, including that occupied by public wharves and roads, is about 8 1/2 acres.

II.—PUBLIC WORKS EXTRAORDINARY.

CENTRAL MARKET.

8. A contract for the foundations and retaining walls was entered into with Mr. Tsang Keng on 23rd May last, and the work was forthwith commenced. Fairly good progress has been made. It has been found necessary to pile the whole of the foundations on the north or Praya side. Up to 31st December 335 hardwood piles had been driven and there remained to drive about 200. A requisition for the columns, floor girders and beams was forwarded to the Crown Agents in June last. The detailed drawings of the superstructure are nearly completed, and tenders will shortly be called for, so that the Contractor may be in a position to commence operations early in the spring immediately after the completion of the foundations.

CAP ROCK LIGHTHOUSE.

9. Although all preparations had been previously made, it was only found practicable to effect a permanent landing, and establish a detachment of workmen on the Rock, on 21st March last. From that time to the present steady progress has been made. The foundations were fixed—some on the eastern and another on the western side of the rock, which have greatly facilitated operations, and allow landing to be effected when otherwise it would be altogether impracticable. The first operations undertaken were to form convenient approaches from the landing places to the summit of the rock, and to provide suitable quarters for the workmen employed. Substantial brick coolie quarters have been erected capable of lodging 200 men, while on the upper floor there is a suitable apartment for one European gentleman. A brick water tank capable of containing 1,500 gallons has been constructed closely adjoining the coolie quarters. The preparation of the site for the lighthouse was then proceeded with, in which operation it was found necessary to remove by blasting about 1,000 tons of hard metamorphic rock. The foundation stone of the Tower was laid by the Officer Administering the Government on 1st September last, and the erection of the Tower and light-keepers' quarters has since progressed steadily. The basement floor which contains a permanent water tank to hold 12,000 gallons has been completed, and on 31st December the masonry had reached the level of 4 feet above the Tower platform. The number of workmen employed on the rock has varied from 50 to 95. Notwithstanding the heat and glare from the bare surface of the rock, the health of all employed has been exceptionally good, which may be in part attributed to the care taken to provide proper lodging, and to maintain them in good sanitary condition, as also to ensure a regular supply of food and fresh water. No serious interruption has occurred to the progress of the work except during the gale of 16th October last, when an exceptionally heavy sea struck the rock and recoiled on the water tank situated 68 feet above sea-level. The weight of the wave broke the cover of the tank, and admitted a certain quantity of salt water. On this sea reaching us, immediately the crew were taken to a supply of fresh water. During the same gale a considerable quantity of dressed granite, bricks, and sand was washed off the rock, and the derrick on its eastern face was carried away. With this exception the work has proceeded regularly, and without accident, or other unusual incident. The progress made reflects much credit on Mr. J. R. Middle, the Executive Engineer in charge, and Mr. Donald Fraser, Foreman, who has resided continuously on the rock since April last.

TRAINING ALBANY NULLAH AND BRANCHES AND PREPARATION OF KENNEDY ROAD SITES.

10. A contract for this work was entered into on 4th October last and the work has since been pushed rapidly forward. The masonry of the Channel for the Albany Nullah is nearly completed as far as the Tramway Station, the bridge on the Kennedy Road is in progress, and the small storm channel west of the Tramway is well advanced. I am urging the Contractor to push on with this important work with a view to its completion if possible before the rainy season begins.

IMPROVEMENTS—RECREATION GROUND—HAPPY VALLEY.

11. A contract for filling in the round pond or lake was entered into on 11th July last, and although considerable difficulties have been encountered in obtaining the large quantity (64,000 cubic yards) of material required to fill in this pond, without interfering unduly with the old Chinese cemetery, and private property, rapid progress has been made and the work is approaching completion. About 15,130 square yards of the area within the Race Course have been returned, but it need hardly be said that the unusually protracted drought has severely tried both the old and new turf. It is proposed to push on as rapidly as possible with the diversion of the canal, and other work remaining to complete these improvements, which when carried out will very nearly double the area available for purposes of recreation.

CATTLE, SHEEP AND PIG DEPOTS AND SLAUGHTER-HOUSES.

12. The area required for the extension of the Cattle Sheds is nearly prepared, but the work has been greatly delayed owing to the refractory nature of the trap rock which it has been necessary to blast.

13. A contract for the preparation of the site for the Slaughter-house and Sheep and Pig Depots, including extensive excavations and retaining walls, was entered into on 4th October last and the work is being pushed forward. Plans are prepared for the superstructure, and tenders will be called for so that the work may be put in hand as soon as the preparation of the site is sufficiently advanced.

14. Plans have also been prepared of a small Slaughter-house for the Kowloon Peninsula, and a site has been selected in Hong Kong Bay, east of the Rifle Range. It is proposed to commence the work forthwith, immediately a contract has been entered into.

PUBLIC LAUNDRIES.

15. On the recommendation of a Committee of the Sanitary Board a site for the first experimental block of public laundries has been approved near the junction of the Kennedy and Wanchai Gap Roads. The working drawings have been prepared, and the buildings will be commenced as soon as the site is cleared.

PUBLIC LATRINES.

16. Two public latrines are in course of erection in Victoria, two have been fixed at Yau-mai and two are now being erected at Hung Hom.

CIVIL HOSPITAL STAFF QUARTERS.

17. A contract for this extensive block of buildings was entered into in November, 1889, and the masonry is now approaching completion. The progress made has not been altogether satisfactory, some delay having arisen in obtaining the fine dressed granite ashlar facings. I have not failed to urge the Contractor to complete these buildings as early as possible.

CIVIL HOSPITAL—COOLIE QUARTERS.

18. The house for the accommodation of the numerous Chinese servants attached to the Hospital was contracted for in January, 1890. This building is well advanced and should be completed early in the spring.

LUNATIC ASYLUM FOR CHINESE.

19. A contract was made for these buildings on 25th April last. Good progress has been made, they are now roofed in and they should be completed ready for occupation early in the summer.

POLICE STATION—ABERDEEN.

20. A contract was entered into and these buildings were commenced on 28th October last. Fair progress has since been made.

POLICE STATION—QUARRY BAY.

21. A site having been selected in consultation with the Captain Superintendent of Police on the sitting ground forming the western boundary of Quarry Bay the working drawings were prepared, the contract let and the work was commenced on 19th November last.

DISTRICT SCHOOL—SAIYINGPUN.

22. A convenient site for this school house which is to serve for the western district of Victoria, having been selected by the Inspector of Schools, a contract was entered into and the work was commenced on 17th September last. The foundations have been completed and the walling is progressing satisfactorily.

NEW WING TO GOVERNMENT HOUSE.

23. The new wing, which includes a ball room 60 feet by 40 feet, supper, card and billiard rooms and other accessories, is situated at the eastern end of Government House. The contract is dated 15th April last. The work has been pushed on with much energy, and but little remains to be done to complete the work.

QUARTERS FOR SUPERINTENDENT.

BOTANICAL DEPARTMENT.

24. Working drawings have been prepared and tenders obtained, and it is proposed to commence these buildings forthwith.

NEW PIER—KOWLOON POINT.

25. During the early part of the year the old pier was removed and a new and improved pier of hardwood was constructed to take its place.

NEW PIER FOR POWDER MAGAZINE—STONE CUTTERS' ISLAND.

26. The old pier which was in the last stage of decay has been removed and the construction of a new timber pier of hardwood 176 feet long and 10 feet wide was commenced on 25th November last.

THE GREAT STORM OF MAY, 1889.

27. The repairs to damage done by that storm were finally completed in August last at a cost of \$106,899, my estimate sent in shortly after the storm occurred having amounted to \$112,783.

III.—PUBLIC WORKS RECURRENT.

REPAIRS TO GOVERNMENT BUILDINGS.

28. Besides ordinary repairs to the Government buildings generally, Government House has been thoroughly overhauled and repainted externally. The Government Offices, the Supreme Court, the Central Police Station, and the Civil Hospital have also been painted externally. As the flat roof of the great central hall of the Victoria College leaked badly, it was found necessary to remove the lead covering and relaid. This has been done with satisfactory results. The light-house has been thoroughly repaired and the landings and approaches at Green Island and Cape D'Aguilar have been greatly improved.

REPAIRS TO ROADS.

29. The roads within the City have been maintained in good condition, and in places where the extensive operations of the Water and

Drainage Department have rendered it necessary to break up the surface. As almost every street in the City will be laid out, and once for all, it is evident that it is some time to come the maintenance of a fairly good surface must prove a work of no small difficulty.

30. Of the district roads outside the City, the carriage road from West Point to Aberdeen has been metalled throughout. All the roads on Hongkong Island have been maintained in good condition, with the exception of the bridge road from Aberdeen to Stanley to Shaukiwan, and the pathway from Shaukiwan to Cape D'Aguilar. I have recently gone over the road from Aberdeen to Stanley and thence to Shaukiwan with a view to its repair. This road, about 12 miles in length, which was originally well laid out, has been neglected for many years. The Police Inspector at Stanley told me that the portion from thence to Aberdeen had not been repaired since 1874. The traffic on this road is at present very small, but as it may be expected to increase in the future, I hope to be able to arrange shortly to put it into an efficient state of repair. With regard to the track from Shaukiwan to Cape D'Aguilar, as the communication with the Lighthouse is carried on by water, and this part of the Island is almost uninhabited, any considerable outlay on this track would, I think, under present circumstances be hardly justifiable.

31. The roads and streets in the Kowloon Peninsula have been greatly improved and are now in good repair throughout. A new road called Chater Road is being formed by heavy machinery at the back of the Talmatshui Police Station. The road from Yau-mai and Talmatshui to Hung Hom which was previously only a track across the sands, almost impracticable after heavy rain, has been formed along the shore of Hung Hom Bay for a distance of about a mile—thus bringing the thriving industrial village of Hung Hom into direct communication with the western part of the Peninsula and the Kowloon ferry. No sooner was the new road sufficiently advanced for the purpose than public carriages, which had hitherto not existed in Kowloon, were introduced, and are now plying regularly for hire.

IV.—LAND SURVEY BRANCH.

32. Mr. Malch having returned from leave on 14th December, 1889, was placed in charge of this branch of the Department with Mr. Prosser, as Assistant Land Surveyor.

33. There has been very little demand for land during the year owing doubtless to the reaction from the over-optimism of 1888-89.

34. During the year lease plans have been prepared for one Marine Lot and 22 Inland Lots Victoria, 4 Rural Building Lots, 32 Inland Lots Kowloon, 1 Marine and 2 Inland Lots Quarry Bay, 3 Inland Lots Aberdeen, making a total of 64 leaseplans prepared. Besides these special surveys have been made of the village of Wong-ni-chung for the purposes of the Land Commission and much has been done to fill in the blanks on the map of Victoria by a survey of the lots above the Robinson and Bonham Road levels.

35. The work of the Land Survey Branch of the Colony is one of the greatest needs, and it is greatly to be desired that the new survey which has been sanctioned by Government may be commenced forthwith and pushed on as rapidly as practicable.

V.—SQUATTERS.

36. The issue of squatters' licences devolves on the Surveyor General. During the year 266 licences have been issued the fees on which amount to \$4,801. I have on various occasions called attention to the unsatisfactory state of the so-called "Squatters' question" and a "Squatters' Commission" has been appointed to investigate titles to land and grant leases where a good claim can be established. The term "Squatter" is somewhat loosely applied and is frequently used as including all the Chinese inhabitants of the villages who do not hold under Crown lease. New considerations of the inhabitants of the older villages are entered on the "Rent Roll" thus showing that the holdings of which they are in possession were held by them or their predecessors at the time of the British occupation. These people cannot therefore be called "Squatters" in any true sense of the word. After those entered on the Rent Roll come persons holding land under squatters' licences. The squatters' licence is nothing more or less than an annual tenancy with power to renew on a month's notice. It is an objectionable one inasmuch as it should be made to what extent it is desirable to continue the system of squatters' licences and whether in certain cases a more certain tenure with security for improvement might not be granted with advantage.

VI.—INSPECTION OF BUILDINGS.

37. The following is a list of the number of buildings for which plans have been deposited during the year 1890—

Plans deposited.	Buildings completed.
European Houses.....	34 42
Chinese Houses.....	188 204
Factories, Godowns, and Miscellaneous Structures.....	47 29
Total.....	269 275

During the year, 1,165 notices and permits have been issued through the Inspector of Buildings.

VII.—STAFF.

38. At the commencement of the year the water and drainage works were detached from the Surveyor General and converted into a separate department. Mr. Cooper, however, continued to assist in the work of the Surveyor General's Office until the arrival of Mr. H. P. Tooker, Executive Engineer, in April last. Mr. W. Chatham, Executive Engineer, arrived on 22nd May, and Mr. L. Gibbs, Assistant Engineer, and Mr. C. H. Goss, Chief Draughtsman, on 10th November. These reinforcements have enabled me to commence several of the new works referred to in the earlier portion of this report, and to prepare for the early commencement of others. I beg to record my satisfaction with the manner in which both the old and new Members of the Staff generally have performed their duties.

39. The general health of the Officials of the Department has been good until the latter part of the year when an unusual amount of sickness occurred which has somewhat retarded the operations of the Department.

40. I have deemed it desirable to have returns prepared showing the number of men employed weekly on Government works. Much difficulty was at first experienced in obtaining these returns with any degree of accuracy, as it was not the practice of the Department to keep them in the past. The numbers have gradually increased during the year until during the month of November and December they varied from 3,000 to 3,500. It would appear that latterly this Department has been the largest employer of labour in the Colony. These returns do not include the men employed preparing sites for the quarries now those on water and drainage works. If to these were added natives working on the fortifications under the Royal Engineers, in the Naval Yard, and for other Government departments, it would be seen that a very considerable proportion of the native labour in the Colony is dependent on Government work.

VIII.—ELECTRIC LIGHT.

41. I may add that the Electric Light Company have during the year constructed their works at Wanchai and 50 Arc Lamps each of 2,000 candle power have been installed in the central portion of the City. They were first lighted on 1st December and will shortly be supplemented by 25 additional lamps, making a total of 75, which will suffice to light the main streets in the central and eastern portion of Victoria.

I have the honour to be, Sir,
Your most obedient servant,
S. BROWN,
Surveyor-General.

THE GOVERNOR AND THE UNOFFICIAL MEMBERS OF COUNCIL.

MR. KEWICK WITHDRAWS.

The Hon. J. J. Kewick has requested us to publish the following letter, which speaks for itself:—

Hongkong, 3rd May, 1891.

SIR—I have the honour to convey to your Excellency my respectful request that you will be good enough to expunge my name from the letter addressed to you by the unofficial members of Council on the 24th ultimo, with the frank admission and expression of my regret that it contains certain passages which appear to imply disrespect, though they were certainly not intended by me. It is conceivable that in the midst of persons affairs one may happen to consider himself the subject of a letter without sufficient consideration of the terms used.

I may be permitted to add that had the letter been in respectful terms, I am quite sure, from my knowledge of your Excellency, that it would have met with the respectful consideration due.

With regard to the payment of the increased salaries, I recognize that an initial error was made by myself in the amendment on the motion in Council, which, with more time for reflection, I would have omitted, proposing instead that the question should be postponed until the consideration of the next estimates; for I take for granted that the payment this year of the increased salaries that may be sanctioned by the Secretary of State will not preclude their reconsideration in future.

The increased salaries this year have, however, been voted, and on mature consideration I think it fair, right, and expedient that they should be paid, although I still maintain as strongly as ever that were the Secretary of State to sanction to any large extent the proposed increase it would be inexpedient to continue to do so permanently.

Having thus expressed my views on the salaries question I do not feel that it is necessary for me to substitute any letter for the one from which I have withdrawn.

The immediate prospect of the cessation of your Excellency's official relations with the colony, which I, in common, I believe, with the whole community most sincerely regret, will, I feel sure convince your Excellency that I have no other motive in the course I now take than that of repairing to the best of my ability an unintentional wrong.

I have the honour to be, Sir,
Your most obedient servant,
H. J. KEWICK.

To His Excellency Sir G. William Des Voeux, K.C.M.G.

THE UNOFFICIAL MEMBERS EXPLAIN.

As compared with the foregoing the appended letter, signed by the rest of the Unofficial Members, is especially interesting:—

Hongkong, May 4th, 1891.

SIR—With reference to our letter dated the 24th April, and to your Excellency's comments thereon, we beg to express our most sincere regret that anything which it contains should have caused you any pain or annoyance. We regret further that you should have interpreted certain passages as disrespectful and as calculated to cast any imputation.

Permit us to earnestly assure you that our letter was not so intended, and with every respect due to your Excellency we are still of the opinion that the inferences drawn by you are scarcely deducible from our language, and we submit that our letter should not bear the interpretation put upon it by your Excellency.

There was nothing further from our thoughts than to be in any way disrespectful or in the least degree discourteous, and we now, individually and collectively, emphatically disclaim and absolutely disavow any such intention. Our sole object was to protect the interests of the ratepayers of Hongkong.

Your Excellency having taken exception to several of our expressions we beg to ask you to consider them in the sense you have read them, as being withdrawn from our letter.

We have the honour to be, Sir,
Your Excellency's most obedient humble servants,
(Signed) P. RYRIE,
" H. KAL,
" T. H. WHITEHEAD.

His Excellency the Governor, Sir G. W. Des Voeux, K.C.M.G.

THE CHAMBER OF COMMERCE AND THE GOVERNOR.

The following letter has been forwarded by the Secretary of the Chamber of Commerce for publication:—

Hongkong, May 1st, 1891.

SIR—With reference to his Excellency the Governor's written speech, published in the local press, in which his Excellency is reported as follows:—

"But as regards the alleged surplus revenue from lights, it seems to be forgotten that besides Lighthouses there are other costly services, such as the Harbour Master's establishment, harbour launches, harbour police and the Observatory, involving an aggregate expenditure of some \$80,000 per annum, which are maintained for the benefit of shipping, and which are principally maintained out of the ordinary taxation of the colony."

I am directed by my Committee to call attention to the following figures, which are taken from the *Government Gazette*, of the 17th April last. The disbursements specified by his Excellency appear there to be as follows:—

Harbour Master.....	\$50,666.67
Observatory.....	15,000.00
Total.....	\$65,666.67

The Observatory expenditure shows an increase of \$7,216.00 on the previous year, over 50 per cent, and though classed by his Excellency as maintained for the benefit of shipping, may fairly be charged to the inhabitants of the colony.

As regards some portion, while so far, the benefit derived by shipping from this establishment may be very highly estimated.

The difference between his Excellency's estimate of some \$80,000 and the above \$65,666.67 is \$14,333.33.

From this it appears to my Committee that the expenditure mentioned by his Excellency is not "principally maintained out of the ordinary taxation of the Colony."

In instituting these comparative figures, some further items of expenditure, such as the salary of the Government Health Officer, say \$2,000 per annum, are applicable to these receipts, and may be added to his Excellency's total of \$80,000.

Still, sufficient remains to show that shipping, judging from these selected items, is self-supporting. For the Harbour Master's department is used in other ways for the general purposes of the Colony, outside of shipping; while if the Light Dues and their upkeep be added to the totals on their respective sides, \$31,878.46, taking for the latter item the twelve months of 1889 which embrace the normal collection before the increase sanctioned last year, shipping not only fully disbursts the cost of all special services incurred for its purposes, but contributes a very handsome fund to the general revenue of the Colony.

I am to add that my Committee think no time should be lost in correcting what appears to them to be misleading statements, if the figures here quoted represent all items of public receipts and expenditure connected with the shipping of the Colony, otherwise a very false impression may be generally formed of the matter if allowed to go forth as it is, uncontradicted.

I have the honour to be, Sir,
Your most obedient servant,
(Sd.) F. HENDERSON,
Secretary.

perhaps arises from the "harbour launches" expenditure, if it is not included in the harbour establishment, not being specifically stated in the *Gazette*, and the harbour police, which doubtless is merged in the general police expenditure of the Colony. If you will kindly refer to the revenues derived by the Harbour Master's department, taken from the same *Gazette*, the following will be found:—

Emigration brokers.....	\$1,400.00
Junk licenses.....	27,107.75
Registry of boats.....	4,631.50
of cargo boats.....	6,272.50
Cargo boat certificates.....	1,107.50
Shipping tonnage.....	10,830.00
Examination of masters.....	2,135.00
Survey of steamers.....	9,060.87
Registry fees.....	278.00
Medical fees for emigrants.....	13,066.75
Licenses for steam launches.....	412.50
Survey certificates for launches.....	995.00
Licenses for Chinese passenger ships.....	335.00
Bills of health.....	2,177.00
Total.....	\$75,434.37

From this it appears to my Committee that the expenditure mentioned by his Excellency is not "principally maintained out of the ordinary taxation of the Colony."

In instituting these comparative figures, some further items of expenditure, such as the salary of the Government Health Officer, say \$2,000 per annum, are applicable to these receipts, and may be added to his Excellency's total of \$80,000.

Still, sufficient remains to show that shipping, judging from these selected items, is self-supporting. For the Harbour Master's department is used in other ways for the general purposes of the Colony, outside of shipping; while if the Light Dues and their upkeep be added to the totals on their respective sides, \$31,878.46, taking for the latter item the twelve months of 1889 which embrace the normal collection before the increase sanctioned last year, shipping not only fully disbursts the cost of all special services incurred for its purposes, but contributes a very handsome fund to the general revenue of the Colony.

I am to add that my Committee think no time should be lost in correcting what appears to them to be misleading statements, if the figures here quoted represent all items of public receipts and expenditure connected with the shipping of the Colony, otherwise a very false impression may be generally formed of the matter if allowed to go forth as it is, uncontradicted.

I have the honour to be, Sir,
Your most obedient servant,
(Sd.) F. HENDERSON,
Secretary.

MR. DEANE ON THE OFFICIAL SALARIES.

Mr. W. M. Deane, Captain Superintendent of Police, at present acting as Colonial Secretary, writes on the above subject to his Excellency the Governor as follows:—

Colonial Secretary's Office,
Hongkong, 2nd May, 1891.

SIR—As there appears to exist a considerable amount of misapprehension, as to the increase proposed to be made to the salaries of civil servants, I append a table which was drawn up on the completion of the Estimates for this year.

The salaries of the principal officer and senior clerks were fixed in sterling by Ordinance No. 13 of 1860.

By a proclamation dated as far back as 1845, the rate at which sterling was to be paid was fixed at 4s 2d. (Incidentally, I may mention that during all this period the market value of the dollar was generally 4s 6d. and over.)

Now taking as an example a salary in the above list fixed at £800, this at 4s 2d. is equal to \$3,840. At the time that the recommendation for the general increase of salaries was made the value of the dollar was about 3s 10d. £800 at 3s 10d. is equal to \$3,160. Thirty-five per cent. on \$3,160 is \$1,106. The two added together amount to \$4,266, a year less than the sterling pay at the rate of exchange of the day.

It is also to be observed that several modifications and restrictions have been made, the result of which is that few officers obtain the full value of the proposed increment. A difference based probably on the expense of passages to and from England is made between officers who come from there, and officers in the service who are of local habitation—the latter only receive 20 per cent. increase, and have to pay 4 per cent. to a Widows and Orphans Fund.

Another important element is that the increase is based on salaries as they existed in 1875, and any increases since then have to be taken into account to reduce the final balance.

In conclusion, what the Civil Service practically obtains is what has been granted to the sister services, Navy, Army and Consular, viz., that the salaries shall be paid at approximately the rate of exchange for the day, instead of at the arbitrary rate of 4/2.

Kowick said that it was to a certain extent but the actual sum was agreed upon to \$100 or \$150 a demurrage, independent of the cost of the steamer.

Excellently mentioned that the Polynesian had been drafted for \$150 for all but he was a tank for a very fine steamer it would

The Attorney General stated that he had put in the \$150 on his own account in the first instance, but on consideration thought it would be better to have a scale, as for a small steamer simply a fine, and they would go on working.

His Excellency suggested to put down the scale by 25 per cent, in each case. After trying a lower figure at first, then if experience showed that it did not really meet the necessity of the case it could be raised, if they continued largely to load in spite of this restriction.

Mr. Kewick agreed that this alteration would prevent this Ordinance from being a hardship on persons who of necessity must work on Sunday, even if only for an hour.

After a little further discussion, the fees were lowered by 25 in each case, making the rate for vessels up to 400 tons \$75; up to 700, \$100; 1,000, \$125; 1,500, \$150; 2,000, \$175; and over 2,000, \$200; with this alteration form was passed. The title and introduction were also passed. The Council then resumed.

THIRD READING.

The Attorney-General said that the alterations made in the Bill had been very small, and as probably this would be the last occasion on which the Council would have the pleasure of meeting His Excellency it was desirable to put the Bill through at once. He therefore moved the suspension of the Standing Orders in order to read the Bill a third time.

Mr. Ho Kai would not like the Council to be laid open to the charge of passing this Ordinance through in a hurry. He saw also that two of the unofficial members were not present, and he thought they might be afforded the chance of saying something on the Bill. Unless the Bill was very urgent, such suspension of the Standing Orders was not necessary. The Bill would undoubtedly be passed, as he thought there was no opposition to it from any quarter.

His Excellency pointed out that the objection would only mean that he must call a meeting for to-morrow morning. If it was for the public advantage, of course he would do so. He had quite made up his mind to the principle of the Ordinance, being generally admitted, and it was his duty to pass it into law. He was not going to leave the Colony, and not to leave it to a *locum tenens*. But of course, if the Ordinance was not passed by to-morrow morning, which would be completely in order. The Ordinance would not come into operation at once. There were two months clear, and if the hon. member would withdraw his motion he had not the least objection to put in another month, in order to give every opportunity of urging any objection from outside before the bill should come into force. He thought that would meet what the hon. member desired to ensure, and would enable his Excellency to leave the Colony without leaving an invidious task to a *locum tenens*.

Mr. Ho Kai withdrew his objection, and the date was altered from July 1st to August 1st. On the motion of the Attorney-General, seconded by Mr. Mitchell-Innes, the Standing Orders were suspended, and the Bill read a third time and passed.

On the motion of the Attorney-General, seconded by Mr. Mitchell-Innes, the Bill entitled the Gambling Ordinance, 1891, was read a third time and passed.

The Council then adjourned *sine die*.

"WELL DONE, THOU GOOD" &c.

The following has been sent to us for publication:

GOVERNMENT HOUSE,
Hongkong, 4th May, 1891.

DEAR MR. KEWICK.—The receipt of your letter of yesterday has given me very great pleasure, though I cannot say that it has caused me surprise; for I was always confident, as far as you were concerned, that the letter of the Unofficial Members of the 24th ultimo was signed in the hurry of business without sufficient consideration of the terms used.

You only do me justice in saying that, had the letter, from which you have now withdrawn, been couched in respectful terms, it would have received from me the respectful consideration which would in such case have been due to opinions emanating from such a source.

As regards your motive in withdrawing, to which you refer, I will say that not only can it not be imputed, but that I am confident the mainly and independent course you have taken in admitting and replying to an intemperate wrong, will add largely to the estimation in which you are already held by the community of Hongkong.

Yours very faithfully,

(Signed) G. W. DES VŒUX.

DEVELOPMENT OF THE TRANS-PACIFIC TRADE.

A NEW LINE OF STEAMERS FROM HONGKONG.

Commander A. Marshall, R.N.R., well known in the Far East as the popular skipper of the renowned tea-clipper *Strling Castle*, arrived here from Vancouver last Saturday by the Canadian Pacific mail steamer *Albatross*, on a special mission. A member of our staff interviewed him on the 4th inst.

I am here, said Captain Marshall, as the special representative of Mr. Richard Barrowell, managing director of the Fairfield Shipbuilding and Engineering Company, who is also one of the leading directors of the Scottish Oriental Steamship Company and managing director of the "Gulf" line. Mr. Barrowell has charge of all Sir William Pearson's vessels, and is shipping interests all the world, and his steamers, the *Parthia*, *Albatross*, and *Albatross*, now chartered by the Canadian Pacific Company are about to be supplanted on the Vancouver run by the three new and magnificent *Empress* it is necessary to find other employment for these three "Gulf" boats. To do this I have visited Canada and the United States and specially looked into affairs in the neighbourhood of Tacoma, Seattle, Portland (Oregon), Victoria, and Vancouver—in fact the whole of the Puget Sound ports and their trade prospects have been specially studied by me. It is now just about four years since I first crossed the Pacific from Vancouver to Yokohama. On that occasion I commanded the *Albatross* and my freight consisted of a Chinese coffin and five or six tons of flour. That sort of thing did not last long. The trade, owing to the shortness of route and the certainty with which merchants in China could calculate on the delivery of their cargoes, developed with remarkable rapidity until about a year ago, it was found that the three chartered boats were not able to carry all the cargo offering, and one or two "outsiders" were engaged to meet the demands of shippers.

THE NEW LINE.

The *Albatross* and *Zambesi* are chartered by Mr. Frank Upton of Kobe to run from Japan to the Pacific last. They have nothing to do with the new line between Tacoma and Hongkong, touching at Japanese ports and Shanghai. It may be taken for granted that a new line will be started within twelve months from the present time, and that they will have all the cargo to carry, and that the service will be to be maintained by one or two more vessels.

at a comparatively early date. The new line will not in any way damage the interests of the Canadian Pacific Company. The goods to be carried by the new line will be brought to Tacoma by the Northern Pacific Railway Company, which has its terminus in Tacoma. It is a positive fact that the Canadian Pacific steamers have to shut out cargo at Vancouver almost every trip. That, of course, is detrimental to trade, and if by assisting in carrying the surplus and whatever other cargo is offering, we can keep the godowns empty on the other side, it stands to reason that the trade will go on developing, for shippers will find that all they can gather for shipment is quickly carried on to its destination in China and Japan. We are on the most friendly terms with the Canadian Pacific Company, whose special agent Mr. George B. Dowell is. Which should show that there is no truth in the rumour respecting strained relations between the Fairfield Company and the Barrow Shipbuilding Company. The Barrow Company's tender was lower than ours so they got the contract to build the three *Empresses*. There has been no quarrel, and there is no spite or jealousy at the bottom of the projected so-called opposition line to Tacoma.

At no great distance from Tacoma, on the borders of the Sound, there have been discovered coal, gold and silver mines, with the city, large as it is at present, bids fair to become, within the next ten or fifteen years, a great rival of San Francisco as regards its shipping and mining interests. There are enormous hotels there, huge warehouses, electric railways, the electric light, and every sign of modern prosperity. It is one of the finest and most go-ahead cities in that vast continent. At no very far distant date a line of steamers will be running from Vancouver to Australia, and it was rumoured when I left that city, a cable will before very long join the two continents. There is plenty of enterprise, as is well known, amongst the American mercantile classes which, as regards the development of Tacoma and neighbouring ports, is backed with any amount of capital. So it is clear that with anything like a fair run of luck the new Co.'s vessels and the Canadian Pacific Company will be carrying vast quantities of cargo to and from "China" which at one time would have been shipped exclusively by vessels using the slower and less certain Suez Canal route. I may, in fine, be taken for granted that the Canadian Pacific and the new company will be employed in the development of a trade which will benefit the mercantile communities of the Far East generally, and as such should be regarded with the utmost favour by all who have large commercial interests at stake in the Orient. The development of the trade between Vancouver and the Far East is, I believe, the most remarkable feature of trade affairs just known, and tends to very strongly prove that "where there's a will there's a way."

TACOMA.

Tacoma is a magnificent port, with plenty of deep water close alongside the piers and wharves. Buildings are being run up there at a great rate, and the city, large as it is at present, bids fair to become, within the next ten or fifteen years, a great rival of San Francisco as regards its shipping and mining interests. There are enormous hotels there, huge warehouses, electric railways, the electric light, and every sign of modern prosperity. It is one of the finest and most go-ahead cities in that vast continent. At no very far distant date a line of steamers will be running from Vancouver to Australia, and it was rumoured when I left that city, a cable will before very long join the two continents. There is plenty of enterprise, as is well known, amongst the American mercantile classes which, as regards the development of Tacoma and neighbouring ports, is backed with any amount of capital. So it is clear that with anything like a fair run of luck the new Co.'s vessels and the Canadian Pacific Company will be carrying vast quantities of cargo to and from "China" which at one time would have been shipped exclusively by vessels using the slower and less certain Suez Canal route. I may, in fine, be taken for granted that the Canadian Pacific and the new company will be employed in the development of a trade which will benefit the mercantile communities of the Far East generally, and as such should be regarded with the utmost favour by all who have large commercial interests at stake in the Orient. The development of the trade between Vancouver and the Far East is, I believe, the most remarkable feature of trade affairs just known, and tends to very strongly prove that "where there's a will there's a way."

MINES AT PUGET SOUND.

At no great distance from Tacoma, on the borders of the Sound, there have been discovered coal, gold and silver mines, with the city, large as it is at present, bids fair to become, within the next ten or fifteen years, a great rival of San Francisco as regards its shipping and mining interests. There are enormous hotels there, huge warehouses, electric railways, the electric light, and every sign of modern prosperity. It is one of the finest and most go-ahead cities in that vast continent. At no very far distant date a line of steamers will be running from Vancouver to Australia, and it was rumoured when I left that city, a cable will before very long join the two continents. There is plenty of enterprise, as is well known, amongst the American mercantile classes which, as regards the development of Tacoma and neighbouring ports, is backed with any amount of capital. So it is clear that with anything like a fair run of luck the new Co.'s vessels and the Canadian Pacific Company will be carrying vast quantities of cargo to and from "China" which at one time would have been shipped exclusively by vessels using the slower and less certain Suez Canal route. I may, in fine, be taken for granted that the Canadian Pacific and the new company will be employed in the development of a trade which will benefit the mercantile communities of the Far East generally, and as such should be regarded with the utmost favour by all who have large commercial interests at stake in the Orient. The development of the trade between Vancouver and the Far East is, I believe, the most remarkable feature of trade affairs just known, and tends to very strongly prove that "where there's a will there's a way."

THE LAND OF THE WHITE ELEPHANT.

The Bangkok papers have of late teemed with allusions to the sinister aims of the French Republic upon Siam, aims which cannot possibly commend themselves to the English Cabinet, considering how closely our interests are bound up in the little kingdom. The question, therefore, now absorbing the attention of many is whether Siam will, when the time comes, be enabled to keep the French out of the Mekong valley, and then count upon England's friendly intervention? We at present, through our great and important trade with the country, and many other interests—hold the key of the position in our hands, and surely it is neither just nor a common-sense policy to allow such a position to be weakened by any apparent want of political cordiality. Not that we say there exists any such want of friendship between England and Siam, but a more generous treatment in regard to the present Trans-Salween and other boundary questions might have the effect of leading to a still further welding of the two nations. The conductors of the Press could and should look to the interests of England, and what suggests to our mind is that means should be used to obtain the widest information regarding the country; that those chosen to do this should bestow upon it all the care and time essential to bringing out a cyclopaedia of social facts regarding trade and other resources, and thus assist to make Siam better known to the outside world. Some idea of the state of the trade between Hongkong and Bangkok and Saigon may be gathered from the Siam Customs House Returns for last year. The total exports for 1889 were \$5,000,000 in excess of 1888, while the imports from Europe and elsewhere were nearly \$7,000,000 over and above the total for 1888. Steamer freights, however, which at this time last year were steady at 20 and 25 cents per cwt.—according to description of cargo—between "the land of the white Elephant" and this port, are now ten and twelve cents and weak at that. The drop is, we are assured, due in part to the scarcity of rice both at Saigon and Bangkok, and also to the lack of means of rapid and easy transport from the interior of Siam to Bangkok, the capital and chief port through which the kingdom's exports pass en route to Singapore, Hongkong, Europe, etc. It must be borne in mind, too, that the increase during the past three years in the number of steamers running between Hongkong, Swatow and Bangkok has been more or less in excess of the demand for tonnage; or at all events, it has not been backed up by the expected large crop for the present year, or the building of railway lines running into the interior of Siam, which would, as a natural sequence, prove valuable leaders to the trade of the port. The first end of the Kora railway is, however, to be

THE SUNDAY LABOUR BILL.

THE HON. JAMES JOHNSTONE KESWICK, TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—A meeting of the Legislative Council has to-day been summoned for 10 o'clock, for the purpose of considering the Bill introduced by Mr. Kewick, entitled "An Ordinance to restrict the Loading and Unloading of Cargo on Sunday in the waters of the colony." It is in the order of the day. I should like to be present to oppose the Bill in its present form or at least to endeavor to secure certain amendments to it, but as that is impossible I beg to send you for publication certain criticisms. His Excellency the Governor has stated that for all practical purposes I might as well send my remarks to the newspapers as deliver them in the Council, and that the same effect can thus be produced.

In this Bill introduced under instructions from the Secretary of State for the Colonies, if it is to be of any use, it must be so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

It is a very good thing that the Bill is introduced, and that it is so framed as to be of service to the colony, and not to the Government.

turned on the first of September next, and the line is to be finished and in working order by 1895. This will open up large rice districts and greatly add to the prosperity of the kingdom, and the railways will undoubtedly be to Siam what the leading arteries in the human body are to the heart—they will constitute the means whereby the produce of foreign states will be widely distributed over the *corpus* (shall we say) of the country, and thereby, also, the produce of the land can be easily, cheaply and quickly transported to the port—Bangkok being, presumably, the terminus of all the lines.

At regards exports hence to Bangkok, the falling off so noticeable a couple of months ago, which will be attributable to the great fire in the Chinese part of the city—in which upwards of a million dollars worth of uninsured general merchandise and house property was destroyed—has at present no appreciable effect on the trade, which exhibits signs of rapid improvement and steady development; the Siam Government is not blind to its own interests, in view of the undoubted pluck of the directors of the Scottish Oriental Steamship Company, and the Holt line, in putting on new steamers on the route almost every year for the past five years. It is proved by the great improvements lately introduced into the Customs House Department, which is now practically under European management, and the news brought to hand by last steamer that the second Siam railway, the Bangkok-Pakym-Petroleum line is to be at once taken in hand. This, together with the Kora railway, will tap some of the best rice producing districts in the country, and thus hasten the rapid development of the well-known mineral and agricultural resources of "the land of the White Elephant."

perhaps the following suggestions might be made. It is one-sided and directed to "exclude from its operations all native craft, which on short voyages to southern ports can compete successfully against foreign-built vessels."

Has consideration been given to the food supply of the colony, which is largely imported? The river steamers leaving Canton on Saturday morning bring large supplies both for the European and native colonies. Is this perishable cargo to be allowed to rot, particularly in the hot weather, on board the steamers, or are the vessels to reduce its carriage on the Saturday evening departures from Canton, so throwing the colonists' food wants on the state supplies of previous importations?

Many time charters are in existence based on the old order of things. To reduce the charters ability to work in this harbour by a maximum of nearly 15 per cent, during the remaining currency of their charters would inflict a hardship on all who have such contracts pending. For, if they had been aware that this Ordinance was contemplated, they could have provided for a lessened payment to the ship owner in the event of such legislation becoming operative during the term of their charters. Under such circumstances is it not equitable that the Ordinance should not take effect till six months from the date of its passing?

Why should work in the harbour be signalled out and not that on shore? Is it not straining at a gnat and swallowing a camel?

Yours very truly,

W. H. WHITEHEAD.

Hongkong, 4th May, 1891.

[This letter did not reach the time for publication in the *Telegraph*. We shall feel greatly obliged if correspondents will kindly remember that our hour of publication is 5.30 p.m., and forward their communications as early in the day as possible.—Ed., *Hongkong Telegraph*.]

THE HON. JAMES JOHNSTONE KESWICK AND THE PUBLIC.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—Really, I became much perplexed when I saw in last night's *Telegraph* the Hon. Mr. Kewick's letter addressed to the Head of the Executive, withdrawing everything that he did both in and out of the Council, for the last month or two. I cannot believe myself that owing to pressure of business, he signed the protest, or whatever it is called, without looking at it. Is this a hole to creep out of? Undoubtedly this is a very poor excuse. Not a child, Sir, would have done what the Hon. Mr. Kewick did. He had more than once, and yesterday more than ever, proved his inability to represent the interests of this colony in the Legislative Council. It is high time that he should be called upon to resign his place in Council immediately, and the vacancy occupied by one more competent than himself. What we want is a man of the Hon. Mr. Whitehead's character, independent to the core, and not a mere time-server who only opens his mouth to utter an "if" or a "but" as you very well said, in your leader of last night.

Thanking you in anticipation,

I am, Sir,

Yours very truly,

B. D. F.

Hongkong, 5th May, 1891.

THE ASHDOWN AND RYAN CONCERTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—The Committee of Management of the series of concerts recently given at the Garrison Theatre and Royal City Hall, in aid of a fund for the benefit of the widow and orphans of the late Bombarrier Ashdown, R.A., and the widow of Musketry-Instructor Ryan, of the Hongkong Police, resulted as follows:—The concert for Mrs. Ashdown resulted in the realisation of a sum of \$362.04, after paying all expenses, and the one entertainment at the Garrison Theatre enabled the Committee to set aside for Mrs. Ryan \$53.32.

On behalf of the Committee of Management I shall express a favor if you will tender our warmest thanks to Mr. C. H. Grace, who most willingly undertook to arrange the City Hall concert, and the ladies and gentlemen who so kindly gave their valuable services; also to Mr. Ruchwald and his talented pupils, to Messrs. Kelly and Walsh, Ltd., the City Hall Committee, the Army and Navy and public generally for their liberal support, and last, but not least, to the Hongkong Press for the cordial assistance they invariably give to all deserving causes.

The amounts stated above have been handed to Captain Gordon Ashdown, commanding the Battery which the late Bombarrier Ashdown belonged to, and satisfactory arrangements will be made that they will be utilised to the best advantage for those concerned.

I am, Sir,

Yours faithfully,

J. MEREDITH,

Garrison Sergeant-Major.

Hongkong, 5th May, 1891.

THE WRECK OF THE "HOLME EDEN."

The steamer *Myrmidon*, which arrived at Shanghai on Saturday last (April 25th), brought up Captain Prentice and 14 of the crew of the steamship *Holme Eden*, 3,400 tons gross register, from Antwerp, belonging to Messrs. Angier Bros. of London, which went ashore in a thick fog on the Leconne Islands the previous Thursday morning and became wrecked. The captain, Mr. Prentice, and the crew of the *Holme Eden* were brought the chief officer of the ill-fated ship and the remainder of the crew. The *Myrmidon* says that the *Holme Eden* left Antwerp with a general cargo for Shanghai on February 22nd, and after calling at all the way ports, left Hongkong on Saturday the 18th inst. to come up here. All went till Wednesday night, when a dense fog set in, on account of which the ship was obliged to proceed as slowly as possible, the lead being about 15 fathoms. The ship struck at about 5.30 a.m., and immediately began to list, and in a short space, while the captain ordered the boats to be lowered, it began to sink so that it was impossible to see more than a yard. In doing this one of the sailors fell overboard, but was picked up by the second officer almost before he touched the water. This is the only accident to be reported of those on the vessel, a fact that speaks volumes for the coolness and discipline maintained on board, and for the prompt action of the crew in the emergency taken. The officers and crew of the ship numbered 46 all told, and 13 of those under the command of the captain got into the boats, when they were lowered, the remaining 33 getting into the second, which was under charge of the first officer. The two boats appear to have lost sight of each other in the thick weather, that of the captain making for Guttsell Island, off which they were picked up this morning by the *Myrmidon*, having spent the intervening time, except for a short space, while they were ashore on one of the islands, toasting about in the open water. The occupants of the chief officer's boat were, more fortunate, as the *Chuen Woo* took them on board yesterday morning, and the castaways speak highly of the treatment they received on board the Chinese vessel. The experience of Captain Prentice and the sailors, along with their wife

on

Intimations.

JUST ARRIVED, FOR SALE.

THE New Steam Winder and Enamelled Dial

WATERBURY WATCH.

SERIES I.—For Gentlemen, or large size.

SERIES L.—For Ladies, or small size.

Jewelled, Dust-proof, Keyless, with each.

Winds in less than a dozen turns.

A perfect and unrivalled timekeeper.

reliable, durable and accurate.

and also.

SERIES E.—The "Good old favorite." The

best form of the original Waterbury: offered at

the reduced price of \$4.70 each.

Orders from Out-ports to be accompanied

by remittance for cost.

THE MITSUI BUSSAN KAISHA.

Sole Agents in Japan, China,

Cora, Hongkong & Macao.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 20th February 1890.

CARBOLINEUM AVENARIUS,

(REGISTERED).

AN ANTISEPTIC PAINT for the Preservation

of Wood, Walls, Ropes and Ship's

Tackle. May be applied to Beams, Floors, Walls,

Cotings, Wooden Ornament, Eaves, Roofs,

Wooden Sheds, Farmers' and Gardeners' Im-

plements, Carts, Posts, Fences, Stables, Gates,

Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls

painted with it and entirely prevents the crum-

bling away and decay of both stone and brick.

White ants do not touch wood painted with

Carbolineum Avenarius.

Used during the last 14 years with the utmost

success, as proved by numerous Testimonials

from living authorities.

Sold in casks of about 450 lbs. net. Price

8 cents per lb.

For further particulars, apply to

SCHEELE & Co.,

Sole Agents,

No. 16, Stanley Street.

Hongkong, 2nd December 1889.

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 18th March 1891.

NOTICE.

HONGKONG & WHAMPOA

DOCK COMPANY,

LIMITED.

SHIPMASTERS AND ENGINEERS

are respectfully informed that, if upon

their arrival in this HARBOUR some of the

COMPANY'S FOREMEN should be at hand,

ORDERS FOR REPAIRS, if sent to the HEAD

OFFICE, No. 14, Praya Central, will receive

prompt attention.

In the event of complaints being found

necessary, communication with the Underigned

is requested, when immediate steps will be taken

to rectify the cause of dissatisfaction.

D. GILLIES,

Secretary.

Hongkong, 25th August, 1886.

NOTICE.

JAYE'S SANITARY COMPOUNDS

COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OR

ANTISEPTIC PAINT.

THE Underigned have this day been

appointed SOLE AGENTS for the sale of

these PERFECT DISINFECTANTS, and

are prepared to supply quantities to suit

purchasers, at Wholesale Prices. Extra Special

terms for Shipping and large Orders.

SIR ROBERT RAWLINSON, C.B., C.E., Chief

Sanitary Engineer, Local Government Board,

London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,

Bank Building.

Hongkong, 20th June 1889.

Dr. Knorr's

ANTI-PYRINE.

(Dose for Adults 15 to 35 grains troy.)

IS the most approved and most efficacious

remedy in cases of HEADACHE, MIGRAINE,

NEURALGIA, RHEUMATISM, FEVER,

TYPHUS, ERYSIPELAS, HOOPING-

COUGH, and many other complaints. It is

also the very best Antiseptic. Highly recom-

mended by the medical Faculty. To be had from

every reputed Chemist and Druggist. Ask for

DR. KNORR'S ANTI-PYRINE! Each Tin

bears the inventor's signature, "Dr. KNORR"

in red letters.

Supplies constantly on hand at the China

Export, Import, and Bank Co.—Sole Agents

for China. Beware of spurious imitations!

Hongkong, 20th May 1889.

W. S. MARTEN,

ARTISTIC DECORATOR,

2, DUDDELL STREET,

HONGKONG.

Hongkong, 6th April, 1890.

NOTICE.

THE Underigned undertakes to produce

a First Class Photograph. Gentlemen

wishing to patronize may have PROOFS or

PHOTOS sent to them for approval, and if not

satisfied, no charge will be made.

Cabinets (enamelled) \$2 dozen.

Certs de Visite do 2

PUN WOO, PHOTOGRAPHER,

81, Queen's Road Central,

(Top Floor of Teen Sing Bookbinders),

Hongkong, 17th February 1891.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER-

SMITHS, and OPTICIANS.

CHRONOMETER, WATCH, and CLOCK